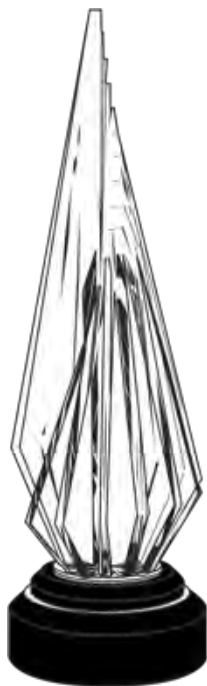


# ***SECOND ANNUAL AACA ZENITH AWARD***



**Annual Grand National Meet June 1, 2018  
Greensburg, Pennsylvania**



# The AACA Zenith Award

In 2016, the Board of Directors of the Antique Automobile Club of America (AACA) approved a major new award program to recognize magnificent restorations that are worthy of being the best of the year. This award is called the AACA Zenith Award and it is to be presented each year at our Annual Grand National Meet. All year long specially selected judges review the show fields at AACA National Meets and select vehicles worthy of this award. Out of over 2,900 cars that were shown during last year, our judges narrowed the field down to 17! As always, this was nearly an impossible task, but we are sure you will agree that their choices are magnificent.

In this grouping of 17 cars, you will notice the variety of cars and trucks. This is as it should be as AACA is the most inclusive antique car club in the world. In our judging program, we recognize vehicles 25 years or older. You will quickly notice that vehicles of many eras have been selected not only for their quality but correctness as well. Some restorations are recent and some are much more mature. Only one of these vehicles will be crowned "Restoration of the Year" by winning the Zenith. However, it's obvious that all 17 vehicles are magnificent restorations and all worthy of winning the top prize.

It will be a daunting task for the judges to choose one from this stellar field as they are all deserving of this honor. We hope you will enjoy viewing these spectacular cars!

# Judging Team

Terry Bond, AACA Senior Master Judge

William T. Cox, AACA Senior Master Judge

Michael J. Jones, AACA Senior Master Judge

John McCarthy, AACA Senior Master Judge

Robert Parrish, AACA Senior Master Judge

Charles “Chuck” Crane, AACA Senior Master Judge

Mark Lizewskie, Rolls-Royce Owner’s Club Executive Director

Jeff Broadus, Grundy Insurance Marketing Director  
& Former *Car Collector* Magazine Publisher

Graham Kozak, *Autoweek* Magazine Features Editor

Steve Moskowitz, Chief Judge, AACA Master Judge

# 1919 Walker LA-10

Jay & Peg Crist

York, PA



Prior to the Crists buying this 1919 LA-10 Walker truck, it was owned by a man in Ohio for over 40 years. He painted the truck, installed new tires, replaced some wood panels and installed new batteries.

When the Crists took ownership, they found the body's wooden frame to be rotten and termite infested, so they had a local cabinet company make a new duplicate wooden body for the truck. The chassis was cleaned and sandblasted and then the body was painted.

All of the electric power components and wiring parts were replaced and/or restored. The electric motor is 3.5 HP. The control box has a shift lever that allows the truck to have variable forward and reverse speeds. Walker sales literature stated that the truck can travel approximately 12mph for 30 to 35 miles on a hard and level road with a capacity of 36 cases of milk.

All of the Crist's restored "stand & drive" trucks have been lettered as milk trucks because Mr. Crist was in the dairy business. However, this truck was lettered as a potato chip truck in memory of Jay's father and grandfather, Henry W. Crist, who owned and operated the Saratoga Potato Chip Company in York, PA, during the early 1900s.

Reggie & Cindi Nash  
1958 Cadillac Eldorado Biarritz  
Richmond, VA



There's no other car that captures styling exuberance like late-1950s Cadillacs. Cadillac's tailfins, which were introduced as small bumps in 1948, would grow each year until their flamboyant peak in 1959. Going forward, Cadillac's fins would shrink in size until their elimination in the mid 1960s.

The standard powerplant for the 1958 Cadillac was a 365 cu. in. V8 engine generating 335-horsepower and the transmission was a 4-speed Hydramatic. Due to a serious economic recession, 1958 would be a terrible sales year for General Motors. Cadillac would produce a total of 122,577 cars that year and only 815 of them were Eldorado Biarritz convertibles.

When this Cadillac was purchased in 1988, it had the original upholstery and fresh paint but it ran poorly. A local shop began the restoration, but unforeseen events brought the project to a halt. The car was then parked in the Nash's basement until 2014 when a fellow AACA member recommended a restoration shop in Cocoa, FL. The car was sent to the shop in early 2015, where it was completed in time for the 2017 AACA National Spring Meet in Charlotte, NC.

# Howard & Rosalind Kroplick

## 1937 Chrysler Imperial

East Hills, NY

by LeBaron



This one-of-a-kind, seven-passenger limousine was custom-built by LeBaron for Walter P. Chrysler as a gift for his wife Della. The car was inherited by their daughter Bernice Chrysler Garbisch, whose initials are on the rear doors. It is believed to be the first automobile with spring-loaded, power-assisted rear windows and door locks.



The automobile is 19 feet long and over six feet wide. It is powered by a straight eight cylinder engine displacing 324 cubic inches. The 130-horsepower is transferred through a 3-speed manual transmission with overdrive. Despite its aluminum coachwork, it weighs a massive 6,300 pounds with only 25,500 miles on the odometer. The car is a study in streamlining and art deco details, especially in the luxurious passenger compartment which features a tiger maple cosmetics module.

Chrysler's Chrysler was donated in 1959 to the Suffolk County Vanderbilt Museum. It was acquired by the Kroplicks from the museum in January 2012 and restored in 2014. Chrysler's Chrysler made its debut at the 2014 Pebble Beach d'Elegance capturing First in Class for American Classic Closed. It was featured as the cover article of the September 2015 issue of *Hemmings Classic Car*.

Ronald D. Jury  
1957 Chevrolet Bel Air  
Kansas City, MO



The Shoe Box Chevys — 1955, 1956 and 1957 — are some of the most popular and well-known American muscle cars. They sport all of the characteristics that made the cars of the era so desirable — V8 power, 1950s-style chrome and pronounced tail fins. Three engine selections were offered in 1957 and included the 235 cu. in. inline six, 265 cu. in. V8 and 283 cu. in. V8 in various configurations.

In 1957, only 45,562 Bel Air convertibles were produced and only a handful of these received the 283 cu. in. engine with fuel injection that generated 283-horsepower. The base price of the Bel Air convertible new was \$2,511. When you added all of the options and Ramjet Fuel Injection, the total price of this car new was \$4,012.75 — comparable to a new Cadillac convertible priced at \$4,697.

Mr. Jury purchased this car in the spring of 2015 and it earned Grand National honors in Kansas City, MO, in June 2017.

Warren & Lori Wubker  
1959 DeSoto Adventurer  
Orlando, FL



Previously in a private collection, this Adventurer was given a frame-off restoration in 2007. Only a handful of these wonderful automobiles are still known to exist.

The Adventurer was DeSoto's top of the line model. It featured nearly every option available in the DeSoto line. Air conditioning was about the only option not standard. The Adventurer was available only in black or pearl white, both with gold accent trim, gold wheel covers and badging.

The interior of the Wubker's car is tri-tone gold, black and white with Chrysler's patented swiveling front seats. Gold thread is woven into the floor carpets and seat covers. Standard features include power steering and brakes, signal seeking radio, tinted glass, auto-dimming headlights and automatic day/night rearview mirror. The 3-speed TorqueFlight transmission was controlled by push buttons.

James Salanitri  
1960 Chevrolet Corvette  
Saint Augustine, FL



This Corvette started life as a family-owned car belonging to Mr. Salanitri's cousin and used as a daily driver and weekend drag racer. The car was stored in 1973 and eventually purchased by Mr. Salanitri. In 1999, he began a full body-off restoration with one goal in mind — to recreate the car as it would have been when it left the assembly line in June 1960.

Fortunately for Mr. Salanitri, the Corvette had most of its original equipment, beginning with the small block 283 cu. in. V8 engine that features Rochester fuel injection. This 290-horsepower engine is coupled to a four-speed transmission and a 3.70:1 Positraction rear end.

The Corvette restoration was completed in October 2016 and eventually shipped from the restoration shop in New York to Mr. Salanitri's home in Florida. It is the only car he has ever had judged.



Ed & Rita Koch  
1953 Nash Healey  
Flemington, NJ



The idea for the Nash Healey came from a 1949 chance meeting between Nash President George Mason and innovative British sports car maker Donald Healey on a transatlantic voyage aboard the Queen Elizabeth II ocean liner. Mason wanted to liven up Nash's image with a sports car and Healey was looking for a powerful engine for one of his projects. By the end of the cruise, a potential partnership was formed to build one of America's first post-war sports cars.



It would take three countries to build one Nash Healey, with a drivetrain manufactured in the United States, chassis from England and body design/manufacturer in Italy by Pininfarina. The car was introduced at the Paris and Chicago Auto Shows in 1951.

Suggested selling price for the Nash Healey in 1953 was \$6,000, compared to a Cadillac at \$4,100. Needless to say, it wasn't a great seller with only 506 produced through the entire 4-year production run. Despite its beautiful styling, it took a special buyer to appreciate a car that lacked roll-up windows, sun visors, windshield washer, automatic transmission, interior lighting, back-up lights or power steering.

The Kochs searched ten years to find a restorable Nash Healey and they found this one at the 2014 RM Auction in Hershey, PA, as part of John Moir's "A to Z" collection of cars — the letter N represented by this Nash. After its purchase, a complete restoration started in 2015 with Mr. Koch handling all of the disassembly, reassembly and mechanical aspects of the project. The car was completed in mid-2017.

Kenneth & Anna Belle King  
1956 Mercury Montclair  
Clinton, TN



Although they were based on Fords, the 1956 Mercurys had their own distinctive styling. Top-of-the-line Montclairs had a narrow color panel surrounded by chrome trim below the side windows and chrome rocker panels. A round medallion was placed near the tip of the front fender side trim. “Montclair” was written, in chrome, on the front fenders.

The Montclair chassis had a 119” wheelbase and an overall length of 206.4”. This car has a Y-block, 312 cu. in. engine generating 225-horsepower. Restoration was completed in 2014, with the bulk of the labor performed by Mr. King and other non-professionals in the family including his sister, nephews, cousin, best friend and the surviving original owner — Mr. King’s mother, now 85 years old.

Ronald & Joan Liska  
1934 Ford Cabriolet  
Middletown, CT



Although Ford's 1934 models were only slightly different from their 1933 models, they were introduced with great fanfare and national press. Styling changes from the previous year included a slightly redesigned grille and straight-line hood louvers, plus fenders and aprons would now be painted in body color. Under the hood, however, were big changes that included a much improved V8 engine that jumped from 75- to 85-horsepower through the use of a new crankshaft, carburetor, air cleaner and intake manifold.

The Cabriolet model was companion to the Roadster, but three times as popular. 14,496 Cabriolets were built in 1934, and all but 12 of them had the V8 engine. The car cost \$590 new and weighed 2,545 pounds. The rumble seat was standard and upholstered in artificial leather.

Mr. Liska performed the 3-year restoration himself, doing all of the work except the convertible top. He completed the project in March 2011.

Gregory & Cheri Haack  
1935 Packard 1204 Super 8  
Freeport, IL

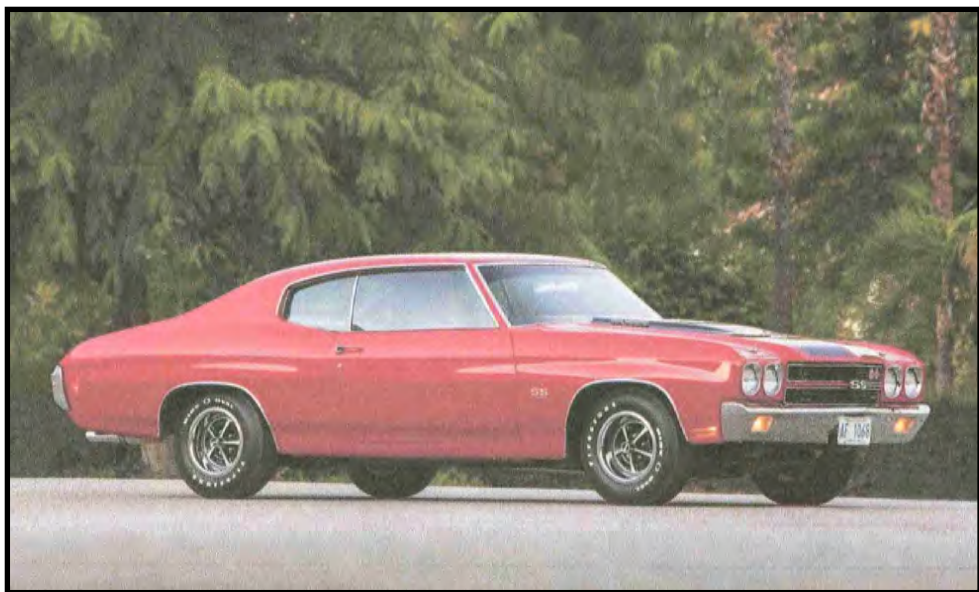


Packard introduced its 12th Series on August 20, 1934, a line-up that included Twelves, Super Eights and Eights. Big news came four months later with the introduction of the first Junior Packard, the One Twenty. Nearly 25,000 were sold compared with not quite 7,000 of the larger Senior cars. Only 788 included the top-of-the-line 12-cylinder engine. Packard continued to dominate the luxury car field, though its image changed from being a maker of solely luxury cars.

The Haack's Super 8 features a 150-horsepower, 384.8 cu. in. straight eight engine. There were just over 100 model 1204s built and only 11 known surviving examples. Mr. Haack started the restoration of this car in 2008, performing the complete restoration himself with the exception of the highly specialized things like paint and chrome. His 87-year-old friend and mechanic assisted. The two spent over 11,000 hours on the project.

Joseph & Shella Salvo  
1970 Chevrolet Chevelle SS

Newport Beach, CA





The Chevelle was one of Chevrolet's most successful nameplates between 1964 and 1978. The Super Sport muscle really captured the attention of motoring enthusiasts between 1964 and 1973, so much so that the Super Sport became its own series in 1967.

By 1969 the Chevelle was offered in two Series — the DeLuxe and Malibu. The SS-396 became an option package for Malibu 2-door models and its 396 cu. in. Turbo Jet engine cranked out 325 HP.

This Chevelle SS features a 396 cu. in. V8 engine, good for 350-horsepower. The car was first restored in 2000 and a refresh was performed in 2015. It still has all of the original parts in the car right down to the date coded glass. The Salvo's are the 4th owners of the car.

Robert E. Williams  
1931 Studebaker Regal Roadster  
Rustburg, VA



The Studebaker brothers, Henry and Clem, established a wagon shop in South Bend, Indiana, in 1852 with a total capital of just \$68. Migration to the western territories, the Indian Wars, and orders from settlers and the U.S. Army for covered wagons brought them great success with the company grossing \$350,000 annually by 1867. Joined later by three more brothers, the company offered its first electric vehicle in 1902 and its first gasoline powered car by 1904.

By 1931 the company offered four series, the Model 53/54, the Dictator, the Commander, and the top-of-the-line President. The Model 54 Regal Roadster shown here ran on a 114" wheelbase and was powered by a 205 cu. in. six-cylinder engine that produced 70-horsepower. There are only 6 of these models known to still exist.

This car has been in the Williams family for over 50 years. It was given to Mr. Williams 27 years ago on his 30th birthday. It entered restoration in 2013 and emerged, completed, in March 2017.

Bob & Sheila Thompson  
1961 Chevrolet Impala  
Columbus, IN



While the Corvair captured much of the general public and automotive world's attention in 1961, the full-size Chevrolets still dominated brand sales with 1,191,908 units sold. The full-size cars would now sport a totally new body, growing longer but still riding on the same 119" wheelbase from the year before. Standard engine options ranged from the 135-horsepower Six to the 170-horsepower V8.

New for this year was the Super Sport package — a \$55 dealer installed trim and performance package for the Impala. It offered buyers a range of engine upgrades, fender emblems, spinner hubcaps, a 7000 RPM tachometer, dash pad and heavy-duty shocks and brakes.

The Impala convertible was Chevrolet's heaviest (3,600 lbs.) and most expensive (\$2,704) offering for 1961. It had a production run of 64,624 units and could be had in 15 solid colors or 10 two-tone combinations.

The Thompson's Impala features a big block, 348 cu. in. /250-horsepower V8 engine, 4-speed transmission, air conditioning, power windows, power brakes, power steering and Super Sport equipment.

Jim Schmidt

1927 Cadillac 314-A Custom Roadster

Ocala, FL

by Fisher



While the introduction of the LaSalle overshadowed Cadillac headlines in 1927, the Series 314-A sold well that year too, with 36,369 units leaving the factory. During 1927, Cadillac would offer 50 different styles and bodies with more than 500 color combinations.

The 314-A could be built with a choice of 18 different Fisher bodies or 32 limited production bodies from outside coachbuilders. Minimal exterior changes were introduced in 1927 including hood louvers, front fenders, Cadillac medallion and big drum headlights were now standard on all models. Power came from an 80-horsepower, 314 cu. in. V8 engine.

This Fisher-bodied Custom Roadster was originally special ordered by F.J. Baumann of Binghampton, NY, with Bambalina Blue body, fenders, chassis, shell & lamps. Delivery occurred on August 14, 1926. The Schmidts acquired this vehicle in 2010, began the restoration in 2011 and saw it completed in 2016.

Pam McCauley  
1972 Ford Gran Torino Sport  
Manhattan, IL





The entire Torino line would be restyled for 1972 emphasizing the long hood, short deck look. 1972 Torinos received a new jet intake style grille and front bumper, modified side profile and new rear bumper and taillight housings. The Brougham, GT and Cobra names would now be replaced with the Gran Torino series, with the sportiest model being the 2-door Sports Roof shown here.

Powered by a 351 cu. in. Cleveland V8, the 300-horsepower engine had plenty of power to move the 3,600-lb car quickly. The Sports Roof was popular, attracting 60,794 customers during the model year.

Ms. McCauley purchased this car in 2011 and it was in need of a total restoration. That restoration was completed in 2013.

Donald Teat  
1926 Ford Model TT Truck  
Ridgely, MD



The second “T” in the Model TT truck indicates that it is the one-ton version of the Model T truck which was built from 1917 to 1927. The truck had a longer wheelbase (125”) than the Model T car (100”) and was fitted with a sturdy worm-gear rear axle.

The engine used in the Model TT truck is the same used in the Model T passenger car – a 20-horsepower, 4-cylinder unit. TT trucks were often fitted with two-speed rear axles to give them more pulling power.

The truck shown here features a dump body fabricated by Superior Boiler Works — just one of three known to exist. Mr. Teat started the restoration of this vehicle in 2011 and finished it in 2017. He did all of the work himself.

# About the Antique Automobile Club of America (AACA)

Since its inception there has been something about the sight, sound and feel of the automobile that stirs the imagination and the desire to experience the freedom of the open road. Whether it's the clatter of the single cylinder brass era car or the heavy thumping of big block Detroit muscle cars that fuels the addiction, we are all kindred spirits. Vintage cars, trucks, buses and motorcycles are our bond.

Since 1935, the AACA has had one goal: The preservation and enjoyment of automotive history of all types. From National Meets and Tours to Regional events, AACA is here to bring enthusiasts together through exciting National activities, friendship and *Antique Automobile...* an award winning 100-page full-color magazine.

We have something for everyone. You don't have to own a vehicle or know how to turn a wrench. You can be involved at any level you wish. Whether it's joining our judging teams, doing research in our vast library or taking the family through the excitement of a National Meet or Tour, the possibilities are endless.

So, spend time with us and others sharing your passion. Join us. It's less than the price of a tank of gas and lasts all year. Then check out our Regions and Chapters to find one near you. Get behind the wheel of AACA. We know you're going to love the ride.

# 2018 Schedule

June 25-29- Eastern Divisional Tour - Lock Haven, PA

July 11-14- Eastern Spring Meet - Gettysburg, PA

August 20-24 - Reliability Tour - Geneva, NY

September 12-15 - Central Divisional Tour - Texas Panhandle, TX

September 16-21 - Glidden Tour (VMCCA) - Twin Falls, ID

October 10-13 - Eastern Fall Meet - Hershey, PA

October 21-26 - Founders Tour - Metropolis, IL

November 5-9 - Sentimental Tour - Natchez, MS

# 2019 Schedule (Tentative)

February 7-9 - Annual Meeting - Philadelphia, PA

February 21-24 - Winter Meet - Ocala, FL

April 4-7 - Southeastern Spring Meet - Charlotte, NC

April 29-May 1 - Southeastern Divisional Tour - Wilmington, NC

May 9-11 - Grand National - Auburn, IN

May 24-26 - Western Spring Meet - Fallbrook, CA

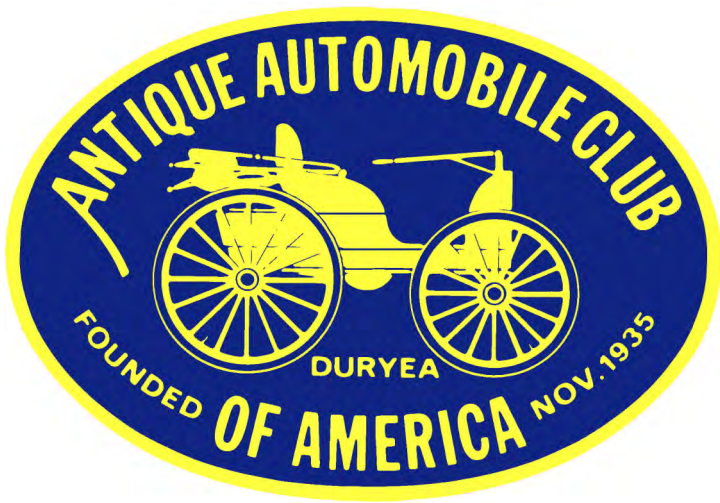
June 2-7 - Founders Tour - Seward, NE

August 4-9 - Vintage Tour - Ontario, Canada

September 22-27 - Glidden Tour - Charlotte, NC

October 9-12 - Eastern Fall Meet - Hershey, PA





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