



ANTIQUE AUTOMOBILE CLUB *of* AMERICA

"Philadelphia's Cavalcade of Fine Motorcars"



Vintage & Classic Automobile Display

2022 Philadelphia Auto Show

Pennsylvania Convention Center • March 5-13

Vehicle Showcase by Michael Jones, David Hutchison & Robert Dare

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Antique Automobile Club of America • 717-534-1910 • www.aaca.org

2022 Antique Automobile Club of America National Events

Annual Convention ▪ February 10-12 ▪ Gettysburg, PA
Winter Nationals ▪ February 24-26 ▪ Melbourne, FL
Western Spring Nationals ▪ March 10-12 ▪ Las Vegas, NV
Founders Tour ▪ March 20-26 ▪ Gulf Shores of AL & MS
Southeastern Spring Nationals ▪ April 7-9 ▪ Charlotte, NC
Special Winter Nationals ▪ April 21-23 ▪ Guaynabo, Puerto Rico
Special Grand Nationals ▪ April 23 ▪ Guaynabo, Puerto Rico
Grand Nationals ▪ May 19-21 ▪ Virginia Beach, VA
Eastern Divisional Tour ▪ May 22-25 ▪ Johnstown, PA
Eastern Spring Nationals ▪ June 16-18 ▪ Beckley, WV
Central Fall Nationals ▪ August 11-13 ▪ East Moline, IL
Sentimental Tour ▪ September 10-15 ▪ Gettysburg, PA
Reliability Tour ▪ September 18-23 ▪ Shepherdsville, KY
Revival AAA Glidden Tour® (AACA) ▪ September 25-30 ▪ Central New Jersey
Eastern Fall Nationals ▪ October 4-7 ▪ Hershey, PA

On the cover:

**1956 Continental Mark II Victoria Coupe by Derham
Gene and Marlene Epstein, Newtown, PA**

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America's Premiere Resource for the Collector Vehicle Community

“Philadelphia Cavalcade of Fine Motorcars”

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1903 Oldsmobile Model R “Curved Dash” Runabout

William E. Swigart Museum, Huntingdon, PA

1914 Overland Model 79S Speedster

Mark & Lori Thompson, West Chester, PA

1914 Touraine Model 61 7-Passenger Touring

Boyertown Museum of Historic Vehicles, Boyertown, PA

1922 Secqueville-Hoyau Sport Torpedo

Alex Giacobetti, Philadelphia, PA

1926 Chrysler Model 70 Phaeton

Michael Shaeffer, Sinking Spring, PA

1928 Ford Model AA Panel Delivery Truck

Bob Martino, Skippack, PA

1929 Nash Model 428 Landau Sedan

Richard Cannon, Ligonier, PA

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Frank Mirabello, Haverford, PA

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Raphael Gabay, Philadelphia, PA

1969 Ford Mustang Boss 302

Michael Smith, Montoursville, PA

1970 Plymouth Superbird

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1978 Lincoln Continental Mark V

Carl J. Villone, Blackwood, NJ

1986 Ferrari 328 GTS

RB Collection, Al & Alex Ruozzi, Allentown, PA

**AACA would like to extend a very sincere
THANK YOU to all of our volunteers who
make it possible each year for us to put on
this fabulous exhibit of automotive history!**

1903 Oldsmobile Model R “Curved Dash” Runabout *William E. Swigart Museum, Huntingdon, PA*

- Ransom Eli Olds founded the Olds Motor Vehicle Company in 1897
- A fire in 1901 destroyed all of the company’s prototypes except for one, which would become the Model R
- The “Curved Dash” Olds was the first mass produced automobile with over 19,000 built from 1901 through 1907
- In 1903, Oldsmobile was the best-selling brand of automobile in America
- Powered by a 7hp 95cid one-cylinder engine and two-speed transmission, the Model R had a top speed of 20 mph
- Priced at \$1 per pound, the Olds Model B sold for \$650 in 1903
- The popular, and for the time suggestive, 1905 song “In My Merry Oldsmobile” was written about the “Curved Dash” Olds
- Founder Ransom E. Olds would leave the company in 1904 and launch another famous automobile called REO
- This car was produced the year AFTER the first Philadelphia Auto Show

1914 Overland Model 79S Speedster *Mark & Lori Thompson, West Chester, PA*

- Overland was founded in 1903 and merged with Willys in 1912
- The brand was absorbed by Willys in 1926, but the name remains as a trim level on Jeep models
- Willys-Overland was the second-best selling automaker 1914 behind only Ford
- Right-hand drive was last offered for Overland in 1914
- The 35hp four-cylinder engine is attached to a three-speed transmission
- Overland models started at \$950 in 1914
- Fewer than 50 Speedsters were produced in 1914 and fewer than 10 are believed to exist
- 1914 was the first year more than 500,000 cars were sold in the U.S.

1914 Touraine Model 61 7-Passenger Touring

Boyertown Museum of Historic Vehicles, Boyertown, PA

- Philadelphia's Nance Motor Car Company was formed in 1910 by Harold B. Larzelere and named after the financier, both formerly of Pottstown's Chadwick Engineering Works, maker of the Chadwick car
- Nance became the Touraine Motor Company in 1912 when new financing was found
- In addition to its namesake cars, Touraine produced the Vim cyclecar in 1914 and Vim trucks through 1923
- The renamed Nance model was joined by the larger 134" wheelbase Model 61 in 1913
- Power is provided by a Hershell-Spillman 414.7cid six-cylinder engine with a 4-speed Brown-Lipe transmission
- When new, the 1914 Model 61 7-Passenger Touring sold for \$3,400
- Touraine cars were produced in Philadelphia from 1912 through 1916
- This is the last remaining example of the brand

1922 Secqueville-Hoyau Sport Torpedo

Alex Giacobetti, Philadelphia, PA

- Alfred Secqueville and Gaston Hoyau was formed in 1911 Gennevilliers, France
- The company initially produced aircraft engines and propellers through World War I
- Automobile production began following the war in 1919
- Using manufacturing methods from aircraft, the automobiles were of especially high quality
- The engine is a 1,243cc (75.9cid) four-cylinder with an electric starter and 4-speed transmission
- Between 500 and 600 Secqueville-Hoyau automobiles were produced through 1923
- Four are believed to survive and this is thought to be the last surviving Sport Torpedo
- This particular car is celebrating its 100th birthday this year

1926 Chrysler Model 70 Phaeton

Michael Shaeffer, Sinking Spring, PA

- Only the third model year of the Chrysler brand
- Walter Chrysler took over the Maxwell Motor Company renamed it the Chrysler Corporation in 1925
- Powered by a 68hp Chrysler-built 219cid six-cylinder engine with a three-speed transmission
- The Model 70 was above the four-cylinder Model 58 but below the top-of-the-line Model 80
- Pricing for this model was originally \$1,395

1928 Ford Model AA Panel Delivery Truck

Bob Martino, Skippack, PA

- This AA Truck was produced in December 1927
- It has an after-market body produced by York-Hoover and is built on an AA chassis with a 131-1/2 wheelbase
- These extended chassis models are built with a heavy-duty bevel gear rear end
- Power comes from a 40hp 201cid four-cylinder with a three-speed transmission
- The Model A and AA Trucks were the first Fords with four-wheel brakes
- New, this AA Commercial Truck sold for \$395
- The owner and restorer has been awarded a "Henry" from the Model A Restorers Club

1929 Nash Model 428 Landau Sedan

Richard Cannon, Ligonier, PA

- Nash offered three series in 1929: Standard Model 420, Special Model 430, and Advanced Model 460
- Six body styles of the Model 420 were available in 1929
- Nash's 184cid six-cylinder engine was rated at 50hp
- The Model 428 originally sold for \$995
- This car was originally purchased new in New Jersey in 1928 by Walter C. Teagle, president of Standard Oil Company of New Jersey from 1917 to 1937
- More than 4.5 million new cars were sold in the U.S. for the first time in 1929; a record not surpassed until 1949 because of the Great Depression and World War II

1936 Ford Model 68 Deluxe Phaeton

Antique Automobile Club of America, Hershey, PA

- The Model 68 was restyled from the 1935 Model 48 with a new front end and fenders
- Ford's famous 221cid "flathead" V8 produces 85hp, very impressive for 1936
- The Deluxe chrome trim on the grille, headlights, and windshield as well as a hidden horn
- Ford overtook Chevrolet in 1936 as the top-selling car in the United States
- This vehicle is an AACA Senior Grand National Award winner



1940 Cadillac Series 75 Imperial Sedan

Dr. Joseph Conroy, Newtown, PA

- Cadillac's Series 75 was produced from 1936 through 1984
- Powering this model is a 135hp 346cid V8 and a three-speed manual transmission
- The driver is divided from the rear-seat passengers in this 7-passenger model
- Rear-seat passengers can communicate with the driver through an intercom
- Side-mount spare tires were not offered on Cadillacs after the 1940 model
- Reportedly one of only 338 built
- Originally priced at \$3,360

1955 Chrysler New Yorker Deluxe

Michael Riebe, Toms River, NJ

- After two years of poorly received styling, the Chrysler lineup was completely redesigned for 1955
- Designed by Virgil Exner, the 1955 Chryslers were said to have the "Forward Look"
- Chrysler's "FirePower" 331cid Hemi V8 produces 250hp
- Standard on the New Yorker Deluxe was the automatic two-speed PowerFlite transmission
- Sales hit a record for the brand in 1955

1956 Continental Mark II Victoria Coupe by Derham

Gene and Marlene Epstein, Newtown, PA

- Continental became its own division of the Ford Motor Company for the 1956 model year
- The Continental Mark II was only offered for the 1956 and 1957 model years
- Unique features include the fuel filler hidden behind the taillight
- Only 2,550 were produced in 1956 with just 446 more in 1957
- Offered only as a coupe, the Mark II sold for \$9,966, with only air conditioning offered as an option for \$595
- Despite its high price, the company reportedly lost \$1,000 (the equivalent of \$10,336 in 2022) on each car
- This example was built in late 1955 by Derham Custom Coachworks of Rosemont, Pennsylvania
- In addition to the unique roof, the spare tire was relocated to provide enough room in the trunk for a set of golf clubs
- After 1956, the Continental name was moved to the Lincoln brand where it continued until 2020

1956 Packard Caribbean Convertible

Jerry Parnes, Collegeville, PA

- The Packard Caribbean was offered as a coupe or convertible
- Only 276 Packard Caribbean Convertibles were produced for 1956
- The most expensive Packard model for 1956, it originally sold for \$5,995
- Power comes from a 374cid Packard V8 engine producing 310hp
- The push-button two-speed Ultramatic transmission was only offered on the 1956 Packards
- Studebaker and Packard merged in 1954 and 1956 was the last “true” Packards as 1957 and 1958 were based on Studebaker models
- Packard production ended in Detroit on August 15, 1956, and was moved to Studebaker’s plant in South Bend, Indiana

1957 Ford Thunderbird

Ed Blumenthal, Voorhees, NJ

- Developed to compete with the Chevrolet Corvette, the Thunderbird easily outsold the Corvette in each of its first three years
- The first three years of the Thunderbird (1955-1957) were two-seaters before adding a back seat in 1958
- Soft-top and removable hardtops were available
- Four V8 engines were offered up to the rare (about 200 built) 300hp supercharged F-Code option
- Competition with the Thunderbird encouraged Chevrolet to continue developing the Corvette

1957 Plymouth Fury Hardtop

Arlin Schonauer, Hayesville, OH

- All-new design was introduced with the 1957 models
- Plymouth advertised its cars were so advanced that “suddenly, it’s 1960”
- The Fury was the top-of-the-line edition of the Belvedere model
- Introduced in 1957, the “Fury 301” V8 was actually 300cid
- Pushbutton transmission controls made their Plymouth debut in 1957
- Four headlights were not legal until 1958, so inner lights are actually turn signals

1960 Plymouth Fury Convertible

Scott Nickett, Doylestown, PA

- Plymouth removed its flashy tailfins after the 1960 model year
- While common today, the lack of a separate frame in this “Dura-Quiet Unibody” design was noteworthy on this model
- The Fury was advertised as “Plymouth’s luxury line”, above the less expensive Belvedere and Savoy models
- The Torque-Flite automatic transmission features modern push-button controls

1960 Alfa Romeo Giulietta Sprint Speciale

Wicker Francis, Malvern, PA

- Produced from 1959 to 1966
- The Alfa Romeo 1,290cc DOHC four-cylinder engine produces 100hp
- Its small size and light weight allows its small engine to push the car to as much as 124 mph
- Early “low nose” models were produced to meet FIA regulations to allow the car to race
- Later full production models have a bumpers and a larger grille
- Italian design house Bertone styled the Giulietta Sprint Speciale

1961 Mercedes-Benz 190SL

Ed Cohen, Perkasio, PA

- Production of the 190SL “W121” ran from May 1955 through February 1963
- A less-expensive companion to the larger 300SL
- Power comes from Mercedes-Benz’ 104hp 1,897cc SOHC four-cylinder
- Built in Stuttgart, Germany, a total of 25,881 were produced
- Mercedes-Benz says SL stands for “Sport Leicht [light]” or “Super Leicht”
- The seventh generation of the SL line was introduced for the 2022 model year

1965 Pontiac GTO

Mike Lazkowski, Burlington, NJ

- General Motors banned its divisions from racing in 1963, but Pontiac's image was heavily based on performance
- John DeLorean, known for his stainless-steel sports car, was among the group who created the GTO
- Policies within GM would not allow mid-sized cars to have large standard engines
- For 1965, "GTO" was an option on the mid-sized Pontiac Tempest, which included a large engine as part of the package
- Two 389cid V8 engines were offered on the GTO: 335hp 4-barrel or 360hp "Tri-Power"
- The initial approval was for 5,000 to be produced; over 64,000 were sold in the first year
- Restyled for 1965, the GTO was even more popular than the 1964 model

1966 Austin-Healey 3000

Skip Genuardi, Bluebell, PA

- Austin-Healey combined the running gear of Austin's family cars and Donald Healey's racing and sports car heritage for an affordable roadster
- An evolution of the four-cylinder Austin-Healey 100, which was introduced in 1952, the six-cylinder 3000 model was introduced in 1959
- Although produced in England, the vast majority of Austin-Healey 3000s were sold in the United States
- This model was produced in MG's Abingdon plant
- The Austin-Healey 3000 Mark III "BJ8" started production in February 1964
- By the time production ended in 1967, 17,712 Mark IIIs were produced

1966 Jaguar E-Type Roadster

Frank Mirabello, Haverford, PA

- Introduced in March 1961, the E-Type remained in production into 1975
- When first shown at the New York Auto Show in April 1961, Jaguar took six orders in the first half-hour
- The Series 1 E-Type was produced through 1966
- The 4.2L six-cylinder engine replaced the smaller 3.8L engine in 1964
- Three body styles were offered: roadster, FHC (fixed-head coupe), and the longer wheelbase 2+2
- Enzo Ferrari supposedly called the E-Type “the most beautiful car ever made”
- A Series 1 E-Type is one of only 6 cars in the collection of the Museum of Modern Art

1966 Lamborghini 400 GT Interim

Raphael Gabay, Philadelphia, PA

- An evolution of Lamborghini’s first production car: the two-seat 1964-66 350 GT
- A 320hp 4.0L DOHC V12 replaces the earlier 3.5L V12, connected to a new 5-speed transmission
- Engineered by Lamborghini, Italian coachbuilder Touring built the body
- Only 23 400 GT Interim models were produced
- The later 400 GT 2+2 has a back seat, but the “Interim” model only has two seats like the 350 GT

1969 Ford Mustang Boss 302

Michael Smith, Montoursville, PA

- The Sports Car Club of America (SCCA) created the “Over 2.0 Liter” class in 1968 and limited engines to 5.0L displacement, leading muscle car makers to create 5.0L engines for racing
- Ford introduced the Boss 302 edition of the Mustang in 1969 to meet SCCA rules
- Engines for the Boss 302 were lighter and more powerful than “standard” 302cid engines offered in other Mustangs
- Official rating of 290hp was for insurance purposes as the actual power was closer to 350hp
- Initially offered only for 1969 and 1970, first year production was limited to just 1,628 units
- Only four colors were offered: Bright Yellow, Wimbledon White, Acapulco Blue, and Calypso Coral (like this example)

1970 Plymouth Superbird

Michael Smith, Montoursville, PA

- NASCAR rules required race cars to be based on street-legal production models
- The Superbird was designed specifically to go racing, requiring 1,920 to be built (as many as 2,783 may have been produced)
- Aerodynamic hidden headlights and the large wing were developed to assist in racing
- Based on the Plymouth Road Runner, the Superbird was only offered for one year
- Three engines were offered: 440cid 4-barrel, 440cid “Six-Pack”, and the rare 426cid Hemi
- Originally very difficult for dealers to sell, today they are very desirable collector’s items
- Only about 1,000 are believed to remain

1978 Lincoln Continental Mark V

Carl J. Villone, Blackwood, NJ

- Revived in 1969, the Continental Mark Series was the top of the Lincoln lineup
- Offered only from 1977 through 1979, the Mark V was the last “full-sized” model of the series before being downsized in 1980
- At 233 inches in length, the Mark V was one of the longest cars ever produced by Ford Motor Company
- Standard power came from a 400cid V8, but the option of a 460cid V8 engine, one of the largest engines ever offered by Lincoln, was offered for the last time in 1978
- Possibly because its competition was downsized, the Mark V was very popular and 228,262 were produced through three model years
- Ford Motor Company celebrated its 75th anniversary in 1978 with special “Diamond Jubilee” editions of the Mark V
- Lincoln offered special Designer Series versions of the Mark V including Bill Blass, Cartier, Givenchy, and Pucci

1986 Ferrari 328 GTS

RB Collection, Al & Alex Ruozzi, Allentown, PA

- An evolution of the 308, the 328 was introduced in 1985
- Two body styles of the Ferrari 328 were offered: GTS “Spider” (targa) and GTB “Berlinetta” (coupe)
- Between 1985 and 1989, 7,412 Ferrari 328 models were produced with 6,068 being the open top GTS version
- Like the 308 (and many Ferraris), the 328 was styled by Pininfarina
- Mounted behind the seats is a 3,185cc DOHC 32-valve V8 engine producing 270hp
- As with Ferrari’s naming convention of the time, “32” represented 3.2L and “8” was for eight cylinders
- Top speed of the Ferrari 328 was claimed to be 166 mph

About the Antique Automobile Club of America

America's Premiere Resource for the Collectible Vehicle Community & America's Automotive Library

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 car shows and tours to regional events, AACA is here to bring enthusiasts together through club membership, activities, friendship, and *Antique Automobile*... our 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 car show or tour, the possibilities are endless.

So, spend some 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. Visit AACA.org for more information.



Antique Automobile Club of America

What's HPOF Mean?

Officially, the Antique Automobile Club of America (AACA) has 222 classes of cars in their judging system. One of the most interesting classes is always the Historic Preservation of Original Features or HPOF class.

This evaluated class of vehicles is based upon the principle that a vehicle is only original once. Vehicles in this class represent the evolution of automotive history and the class stresses originality over restoration. The overarching criterion in this class is a demonstration of what a well-maintained vehicle looks like after a minimum of 25 years of use. Imperfections like dings and dents are therefore acceptable in this class.

Established in 1987, the HPOF class encourages owners of vehicles 25 years or older to maintain significant original features in their original condition as they would have been delivered by the dealer. Unlike other AACA classes, HPOF vehicles are not point judged. Cars undergo a stringent evaluation by the judging team and may earn HPOF certification. Once a vehicle attains this certification, it may continue in the judging process at subsequent AACA shows to earn its "Original" award. An "Original" vehicle becomes the standard against which others of the same make, model and year are measured. They are essentially time capsules that restorers of like models can access to verify the integrity of their restoration.

Since its founding, AACA has been dedicated to the preservation, restoration, and maintenance of automobiles. A cornerstone belief of AACA is based upon originality and this class allows us to see history as it was and establish a program to encourage the saving and display of collector vehicles in their original, as manufactured, condition.

ANTIQUE AUTOMOBILE CLUB *of* AMERICA



Celebrating Vehicles 25 Years & Older

AACA is one of the oldest, largest & most inclusive car clubs in the world with more than 55,000 members

- Yearly National Convention, Car Shows & Tours
- 222 Judged Classes from Original, Driver Participation, Race Cars and more!
- Great Program for Judges, plus Awards
- AACA.org – website includes **FREE** forums where you can buy, sell and more!
- Beautiful Bi-Monthly 100-page Magazine featuring member vehicles, historical articles, event accounts and technical pieces
- Scholarship and Military Programs
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- *And much more!*



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