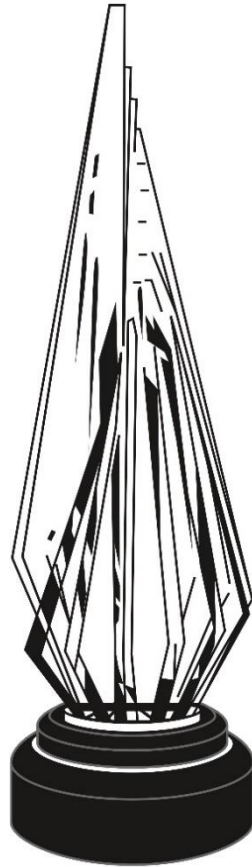


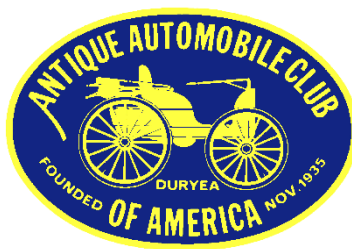
2020

Zenith Award Competition



August 21, 2020

Gettysburg, 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. To this end, during 2019 specially selected judges reviewed the entire show field at AACA Nationals to select vehicles worthy of this award. Out of more than 2,800 cars that were shown during last year, our judges had to narrow the field down to 10! This was nearly an impossible task, but we are sure you will agree that their choices are magnificent. The award being presented this weekend is called the AACA Zenith Award and it will be presented here in Gettysburg, Pennsylvania, at our Grand Nationals.

In this grouping of 10 cars you will notice the variety of cars, some professionally restored and some restored by the owner. 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 and one will win the coveted Runner–Up Award. However, it is obvious that all 10 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!

Bill Brunker

1967 Pontiac GTO

Sherrillsford, NC



In late 1963, John DeLorean and his engineering team developed the GTO as a performance option for the lightweight Pontiac Tempest. Powered by a tuned 389 cubic inch V-8 engine, the original GTO combined great acceleration, aggressive handling, and handsome styling.

The GTO option attracted 32,540 buyers in 1964, and by 1966, the GTO was elevated to series status and received a handsome restyling. The standard 389 cubic inch engine was tuned again to belt out 335 horsepower, and the Tri-Power option bumped output to 360 horsepower. A feared competitor on the street and drag strip, the GTO was a huge success for Pontiac with 1966 sales reaching a high of 96,946 units.

For 1967, engine displacement was increased to 400 cubic inches, and while Tri-Power was dropped, horsepower ratings remained unchanged. While many competing automakers responded with their own mid-sized performance cars, the GTO was the standard against which all the others were judged.

The GTO is still today one of the most sought-after high-performance cars ever produced as it maintains its mystique and reverence. While the first muscle car is heavily debated by the hobby, many have wanted to give this attribution to the 1964 GTO.

Richard & Michelle Cannon

1929 Nash 422

Boyertown, PA



The 1929 Nash Standard Six, Model 422 Cabriolet, was originally priced at \$955 and was the middle-of-the-line car in the Standard line in 1929. A step up from the 2-door sedan, 2-door coupe and open car phaeton, the cabriolet was on par with the sophisticated Model 420 4-door sedan.

The car's brown leather interior is paired with Cossack Brown exterior paint, and the 184 cu. in. L-Head six-cylinder engine produces 50 horsepower. Nash touted speeds in the 65-70 MPH range for the Standard Six. This car has 4-wheel mechanical brakes, nickel and walnut trim, and was part of an extensive line-up in 1929 for Nash. The company touted their Seaman Salon bodies as the hallmark for body construction. C.W. Nash stated proudly that over \$2,500,000 was invested in new manufacturing for the "400" series lines, which included the Advanced, Special and Standard models.

The Cannons are Nash aficionados and have restored several of these very rare Nash cars. The cars have been extensively shown in AACA shows and we all are pleased to see these unique cars grace our show fields.

Osborne Clark

1956 DeSoto Fireflite

Greenville, NC



DeSoto had a terrific year in 1956, with the new Adventurer two-door hardtop challenging the Chrysler 300 and DeSoto's pacing both the Indy 500 and Pike's Peak Hill Climb. The highly regarded Hemi V-8 could push the Fireflite from 0-60 mph in 10.9 seconds, on its way to 110 mph.

DeSoto had benefited enormously from Chrysler Corporation's 1956 makeover. Gone was the old frontal appearance, replaced by a mesh grille and a "V" badge. Tailfins altered the appearance as well, and the rear taillights were vertically stacked. Electrics were now 12 volts, with constant-speed windshield wipers; power steering was standard, and automatic transmissions had "typewriter key" push buttons on the dash.

The Clark's Fireflite is optioned with push-button automatic transmission, power steering, power brakes, power seats & windows and a dash mounted clock. Osborne purchased the vehicle from fellow AACA member Paul Little, who would succumb to cancer shortly after the sale but not before hearing Osborne's promise to finish the vehicle's restoration.

The promise the Clarks made is typical of AACA members as promises made and honor given are a part of the fabric of the AACA family.

Clyde & Elayne Cox

1971 Oldsmobile 442

Coral Springs, FL



While tightening emissions regulations, rising insurance premiums, unleaded fuels, and activist politicians conspired to strangle the American muscle car out of existence, Oldsmobile held the line for one final, brilliant year in 1971, with its sophisticated yet powerful 442.

For this year, the machine could be had only with 455 cubic inch V-8 power, and buyers had nothing to fear, as “Dr. Oldsmobile,” the mad scientist who was memorably depicted in period advertisements, was still managing to pull impressive muscle out of it. The factory rated the optional W-30 version as being capable of 350 gross horsepower, but as with most muscle cars of the era, that was only a number thrown out to keep the insurance companies at bay. The 442 was capable of crossing the quarter mile in under 15 seconds.

In 1971, Oldsmobile only produced thirty-two 442 convertibles with the W-30 package and a 4-speed manual transmission; the Cox’s car is one of them.

One only has to drive a W-30 once to appreciate its power and torque as it will “lite” the tires in a heartbeat. Oldsmobile muscle cars of this era were used as Pace Cars at Indianapolis for several years because of their performance.

Doug & Judy Fernandez

1934 Packard 1104

Wethersfield, CT



Packard was able to turn a profit in 1933 – its first profit since the start of the Great Depression. As a result, optimism was high throughout the company and 1934 would see an overabundance of models with 55 body styles to choose from. The buying public did not share Packard's optimism, and this led to the company's lowest production year since 1921. Despite low sales figures, the vehicles produced by Packard in 1934 were freshly styled and coupled with responsive performance.

The Model 1104 Packard shown here runs on a 141 7/8-inch wheelbase. The eight-cylinder engine displaces 384.8 cubic inches and develops 145hp with a compression ratio of 6.0 to 1. The car weighs 4,680 pounds and cost \$3,070 new.

Packard only produced 125 coupe roadsters in 1934 and fewer than 25 are known to exist. The Fernandez's Packard is the result of a 6-year restoration completed by the owner.

The striking color combination on this Packard represents the classic cars of the art-deco era very well. This era went from 1908 to 1935 and is responsible for some of the most striking cars ever produced.

**Calvin High
Willow Street, PA
1933 Auburn 12-165**



Built in Auburn, Indiana, starting at the turn of the century, the Auburn automobile's glory years were those when Errett Lobban Cord was in charge from the mid-1920s to the end of production in 1937. Cord had a simple formula: give buyers high style at an attractive price. The Auburn 165hp V-12 was available for less than a thousand dollars as a two-passenger coupe, the most economical "Twelve" ever offered to the public.

Very few of the Salons were built, which are identified by extra chrome trim added to the edges of the fenders and hood louvers. Inside, the instrument panel was unique to the model as were two front bucket seats. Despite rave reviews, Auburn produced just 5,038 new cars in 1933. E.L. Cord was mystified. Hindsight tells us that even the wealthy were leery of being regarded ostentatious during the Depression, which kept sales of the flashy Auburns to a minimum.

The owner of this car has the distinction of being at the famed "Hershey" car show from the very beginning. He has a stunning collection of automobiles, especially roadsters of this era, that he magnanimously shares with AACA members and the public.

Ross & Beth Myers

Boyertown, PA

1929 Pierce-Arrow 133



This 1929 Pierce-Arrow Model 133 coupe was discovered in a tobacco barn in 1970 in Roanoke, VA, by a young Virginia Tech engineering student, Ross Myers. Already a committed antique-auto enthusiast since his early teens, Ross recognized the car's significance as a first-year eight-cylinder Pierce (366cid, 125hp). He reported the find to his father, Allan C. Myers, an experienced collector well known in the old-car hobby.

Inspecting the car together, the Myers' saw the signs of many years of disuse but being under cover while it slept for many years meant that it was very solid, nearly complete and a good candidate for restoration. The car was purchased, pulled from the barn into the light of day and loaded onto a truck for the ride to its new home in Pennsylvania.

After a restoration was completed in 1974, the car was entered in AACA competition, receiving its National First Place that year and its Senior Award in 1975. The car appeared on the cover of the July/August 1977 issue of Antique Automobile.

After the death of Allan C. Myers in 1986, ownership of the car passed to Ross. Other commitments over the ensuing years prevented regular use of the car and sitting idle took a toll on its appearance and mechanics. A total restoration began in 2016 to bring the Pierce to a standard of excellence befitting the quality and significance that it represented when it was built in 1929.

**Paul & Janice Phillips
Marietta, GA
1910 Oakland "30" Model 24 Runabout**



The Oakland Motor Company was formed in 1907 by Edward Murphy and made its first car in 1908. By 1910, Oakland was becoming successful, selling about 4,000 cars in two series (the "30" and "40" series), with two models in each series, and was the 12th largest U.S. manufacturer.

The 1910 Oakland "30" Model 24 Runabout has a 201 cubic inch, 30hp inline 4-cylinder engine, with the cylinders cast in pairs. Stroke and bore are both 4". It has both pressure-fed and splash lubrication, the cooling is fed by a centrifugal pump, and ignition by magneto. The clutch is a multiple disc wet type, and the transmission is a 3-speed sliding gear configuration. Front springs are semi-elliptic, and rear springs are scroll-end elliptic type. The Oakland "30" Model 24 Runabout weighs 1,600 pounds and sits on a 96" wheelbase.

This Oakland was first titled in New York in December 1909; it cost \$1,000 without top, windshield, or speedometer. This car has a long history of collector ownership, and its restoration was refreshed by Speedwell Engineering of Canton, GA, in 2015.

It is always good to see rare early cars still in operation. Oaklands are fairly rare and it is a treat to have the Phillips' car as part of the Zenith program.

Mary & Stan Sorrels
La Porte, IN
1931 Ford Model A Convertible Sedan by
Murray



In 1931, Ford produced 5,072 convertible sedans, whose top retracted rearward on tracks above the windows and was concealed by a tailored boot. Known to collectors as the 400A Model, most of these sedans were built in April and May of 1931 and offered for sale in late May until the end of the year.

The Sorrels' convertible sedan has a unique body design by Murray that sits on a standard Model A chassis. As Ford's most costly model during the Model A era, its front windshield was slanted for a sporty look. It came standard with full length front and rear bumpers, dual side mount spare tires, leather interior, rear compartment ash trays and an accessory sport light. It could be ordered in more than 30 different colors and combinations and sold new for over three times the price of a basic model.

AACA is thrilled that the Sorrels family have restored so many great Ford models over the years, including the car you see here today. It is but one of several they own that are very rare models.

Joe & Julie Tonietto

Troy, MI

1958 Buick Century Caballero



Buick added a wagon to their catalog beginning in 1940, though specialty builders had long been constructing bodies to special order on Buick chassis. Many of the wagons in production were confined to the lower-priced series, and even Ford considered them commercial cars until 1939. The Buick wagon, however, was an upmarket model and for 1940 they were a part of the Super series.

For 1958, the Buick Estate Wagon had a 122-inch wheelbase and was found on the Series 40 Special and Series 60 Century line. 3,420 examples of the Special and 4,456 of the Century were built. Both were four-door Estate Wagons with the Special having a base price of \$3,265. The Century versions cost about \$600 more than the Special.

When the Toniettos purchased this Buick in 2014, little was known of this car's early history. This Caballero was last registered in 1972 and it sat outside, uncovered, near Santa Fe since 1990. It had obviously been used as a desert off-road adventurer, as evidenced by significant rock damage on all the lower body panels and the fuel tank. The interior was in typical, southwest desert "potato chip" condition, the paint was almost completely sun-scorched, and the transmission was missing. Only one piece of glass – the unavailable liftgate glass – was present.

The 4 ½ year restoration effort was completed by a mix of professionals, the owners, and a few trusted friends.

Judging Team

Terry Bond, AACA Senior Master Judge

William T. Cox, AACA Senior Master Judge, Zenith Founder

James W. Elliott, AACA President, AACA Senior Master Judge

Michael J. Jones, AACA Senior Master Judge

Graham Kozak, RM Sothebys

Richard Lentinello, Automotive Editor and Writer

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

John McCarthy, AACA Senior Master Judge

Robert Parrish, AACA Senior Master Judge

Dr. Paul Sable, World Renown Concour Judge

Steven Moskowitz, Chief Judge, AACA Senior Master Judge

