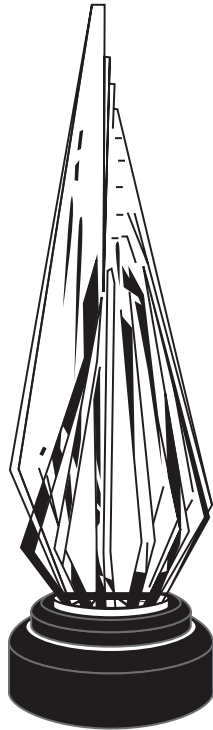
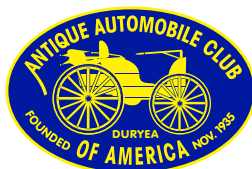


# 2019 Zenith Award Competition



**May 31, 2019**  
**2019 AACA Grand Nationals**  
**Auburn Auction Park ■ Auburn, Indiana**





# 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 2018 specially selected judges reviewed the entire show field at AACA Nationals to select vehicles worthy of this award. Out of more than 3,300 cars that were shown during last year, our judges had to narrow the field down to 16! 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 Auburn, Indiana, at our Grand Nationals.

In this grouping of 16 cars you will notice the variety of cars and trucks, 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's obvious that all 16 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!

**Chris Armstrong**  
**1957 Dual Ghia 146**  
**Andover, MA**



Eugene A. Casaroll was an American-Italian businessman who set up Dual Motors during WWII to build trucks and generators for the military. He also ran Automobile Shippers, Inc., Chrysler's main car transporter. Smitten with the Firearrow IV concept car designed by Virgil Exner for Chrysler, he approached Dodge Division general manager William Newburg for permission to build the car. He was given the rights and Dodge provided the chassis for the project. Bodies were made in Turin, Italy, and shipped to Detroit where they were mounted to the chassis. Power was supplied by a 215 cid Dodge D-500 Hemi V-8.

"Rat Packers" Dean Martin, Frank Sinatra, Peter Lawford, Sammy Davis, Jr., and Gary Morton, all owned Dual Ghias. Only 100 convertibles were made from 1956-1958 at a pricey \$7,646 each. One journalist wrote, "A Rolls-Royce is a Hollywood status symbol for those who can't get a Dual Ghia."

**Nicola Bulgari**  
**1934 Cadillac 355-D by Fisher**  
**Allentown, PA**



1934 would be an eventful year for Cadillac, introducing sleek new sheet metal and noteworthy mechanical improvements. '34 Cadillacs were the first in the industry to move the spare tire out of site and into the trunk, and the new "knee-action" independent coil spring suspension provided outstanding riding comfort.

There were 25 body styles and three wheelbases to choose from in the 355-D V-8 line. Fisher and Fleetwood bodies were available and the aluminum-piston V-8 engine produced 130-horsepower and mated with a 3-speed transmission.

Mr. Bulgari's car was an original export car with Marchal headlamps and a kilometer speedometer. Its first home was in the south of France on the Riviera in the tiny village of Vidauban. It eventually found its way to a barn filled with 100 other cars where a new owner bought it in 1958 and moved it to Bologna, Italy, where it would stay for more than 50 years. Mr. Bulgari purchased the car in 2009 and its restoration took place from October 2017 to October 2018 when it was unveiled at the 2018 AACA Fall Nationals in Hershey.

**Jack & Judy Cornely**  
**1941 Packard 160 Deluxe**  
**St. Petersburg, FL**





1941 was a fairly mediocre production year for Packard in comparison to the rest of the automotive world. The 1941 model year featured some new changes to Packard models, specifically to the front of the car, where Packard caught up with the rest of the automotive industry by incorporating the headlights into the front fenders. 1941 was also the first year that Packard models featured vertical side grilles, in addition to a taller center grille.

Although the wheelbase remained the same at 127 inches, all 1941 Packard models measured five inches longer in overall length than they had the previous year. The 160 line added two new models to the Deluxe line, while the Club Sedan and smaller 127-inch wheelbase were dropped. All 160 models were equipped with what is considered to be one the best engines that Packard ever used, the 356 cu. in., straight 8-cylinder cast iron engine that produced 160-horsepower and was mated to a 3-speed transmission. Overall, 17,100 cars in the 160 line were produced in 1941 and it is estimated that just 15 examples of the '41 Packard 160 Deluxe currently exist.

This Packard was found by the Cornelys in 2005. After two years locating original Packard parts that were missing, the restoration began. The Deluxe features rear walnut garnish moldings, special door trim and roll-out vent windows.

**Donald & Julie Cox**  
**1957 Chevrolet Bel Air**  
**Fort Wayne, IN**



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 — V-8 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. V-8 and 283 cu. in. V-8 in various configurations. In 1957, 62,751 Bel Air 2-door hardtops were produced, this one with the 283 cu. in., 220-horsepower V-8 engine. The base price of the Bel Air 2-dr hardtop new was \$2,299.

The Cox's Bel Air came from the factory with optional power steering and power brakes. However, it was not built with, nor has it ever had a heater/defroster. It was assembled in Atlanta, GA, and sold in a Chevrolet dealership in Miami, FL. It remained in southern Florida until Donald purchased the car in 1978. This was his first car, acquired when he was 16 and used to drive back and forth to high school and around town on nice days.

**Charles B. Gillet, Jr.**  
**1934 Pierce-Arrow 840A by LeBaron**  
**Lutherville, MD**



For more than three decades, the Pierce-Arrow Motor Car Co. of Buffalo, New York, was among the most respected and renowned automakers in America. Hard to believe the company responsible for producing the grandest of luxury cars began by building bird cages. From household products, the company turned to bicycles and then to automobiles shortly after the turn of the 20th century.

Unlike Cadillac and Packard who elected to add lower-priced models to their lines in order to combat the effects of the Great Depression, Pierce-Arrow refused to compromise on its luxury product. The company struggled for just a few more years, unfortunately closing its doors in 1938. This is the only convertible sedan produced by LeBaron in 1934 and is thought to be the last of that body style to have been built by Pierce-Arrow. It was first restored in the early 1970s, with its current restoration just having been completed.

**Steven & Pamela Heald**  
**1903 Cadillac**  
**Sodus, NY**



From its beginnings in 1903, Cadillac maintained its reputation throughout the world as a builder of cars of the highest quality. Cadillac ads later proclaimed the marque, "Standard of the World," and the company would rightfully establish itself as one of the industry's leading luxury car manufacturers. Cadillac built the first car to use interchangeable parts, a giant leap forward for an industry used to the practice of hand-fitting them. This Cadillac is one of 2,497 built in 1903. Its base price was \$750, and the optional bolt-on rear-entrance tonneau added \$100 to the price but increased seating capacity from two to four.

Power is supplied by a 98 cid/6.5-horsepower one-cylinder engine mated to a two-speed planetary transmission with chain drive, and top speed was given as 31mph. The vehicle weighs 1,450 lbs. and has adjustable rack and pinion steering, single tube tires and wooden wheels. According to the owner, this car was originally shipped to the Mar-Del Mobile Co. in Baltimore, MD, in August 1903.



**Russel & Teresa Huval**  
**1958 Chevrolet Bel Air**  
**Breaux Bridge, LA**





Chevrolet made big changes to its cars in 1958, including a new X-frame, 117.5" wheelbase, exterior sheet metal and interiors. A standard V-8 engine selection on '58 Chevys brought with it 185-horsepower, but more powerful engines could be had offering up to 290-horsepower.

Prices for '58 Chevrolet Bel Airs started at \$2,300 for a 6-cylinder model and ran up over \$2,700 for top-of-the-line V-8 models. All of this "New" resulted in success for Chevrolet who took the top sales spot away from Ford and captured more than 29% of the total U.S. market in 1958.

This particular Bel Air first caught the eye of Mr. Huval in late 1957 while he was working at the Breaux Bridge, LA, Chevrolet dealership in high school. He kept track of the car until 1985 when he was able to buy the car if he promised to make it a show car. Its first restoration took place in 1988, but a second off-frame restoration brought the car up to the standards that you see today.

**Mark James**  
**1956 Studebaker Golden Hawk**  
**Lancaster, PA**



The Hawk was the brainchild of Brooks Stevens, a brilliant designer with a unique ability to transform older models into much more modern-looking machinery on a low budget. Based on the 1953 Starliner and its ensuing evolutionary versions, Stevens bolted on a different set of fenders on all four corners, altered the roofline, hood and deck lines, added a Mercedes-Benz style grille and fitted aluminum rocker covers to slim down the body. The result was a fresh-looking modern coupe — a prestige 2+2 that would be offered in several models and powertrains.

From 1956 to 1958, the top-of-the-line version was dubbed the Golden Hawk with a 289-cid V-8 engine that generates 275-horsepower. Based on this car's many options, the sticker price would be over \$3,800. Only 4,071 Golden Hawks were built for 1956 and less than 600 still survive.

**David M. Landow**  
**1931 Buick 8-94 Sport Roadster**  
**Bethesda, MD**



Series 90 Buicks were produced from 1931 to 1942 and are the most luxurious Buicks ever produced. Like other manufacturers, Buick was caught up in the mounting cylinder wars of the era. The final Valve-in-Head six-cylinder engines appeared in 1930, while three straight-eight engines appeared in 1931 to power the entire lineup. Amazingly, the venerable Buick straight-eight went on to power Buick automobiles for another 22 years, through 1953.

The Landow's Buick is the 36th of 843 8-94 sport roadsters produced. Built on a 132" wheelbase — Buick's largest chassis for 1931 — only seven are known to survive. Buick roadster and phaeton bodies were built by W.F. Stewart, located at the Buick factory in Flint. Two color schemes were available: all black with white pinstripes, or Everglades Blue with Normandy Gray accents, cream pinstripes and black fenders, like this car. While the Landows are just the fifth owners, the first three owners were all members of the same Iowa family. The car was purchased new in 1930 at the Max Dutch Garage, a Buick, Hudson and Essex dealer located in Ames, Iowa.

**Gary & Amy Marchetti**  
**1931 Packard 826**  
**Vista, CA**



While most automobile manufacturers adjusted their price tags for 1931 in response to the country's hard economic times, Packard stuck with the prices they announced in late 1930. Instead of developing more practical cars, Packard set up its own in-house custom body operation to cater to the super wealthy. While Packard offered several financing options to the non-super wealthy, many potential buyers shifted their focus on more affordable and more powerful options within the luxury class. Packard sold only 15,430 cars in the model year – less than half of its sales for 1930.

The Model 826 shown here features a 100-horsepower L-head engine with an updraft carburetor and 4-speed synchronized transmission. The car has a Bijur oiling system that lubricates 36 points on the chassis, ensuring a smooth ride. It rides on optional wire wheels and is painted in Paint Scheme "B," which includes Packard Blue and black with a gold bronze pinstripe.

The Marchetti's purchased this "barn find" in Ohio and the body-off restoration was completed in 2017.



**Rick Murphey**  
**1973 Ford Bronco Ranger**  
**Cumming, GA**





The idea behind the Bronco began with Ford product manager Donald N. Frey (who also conceived the Ford Mustang) and engineered by Ford engineer Paul G. Axelrad, with Lee Iacocca approving the model for production. Developed as an off-road vehicle (ORV), the Bronco was intended as a competitor for the Jeep CJ-5 and International Harvester Scout.

In 1973, Rick's father, Bill, a 30-year Ford employee, purchased this Bronco new in October 1973, equipped with the 302cid/130-horsepower V-8 engine and automatic transmission. It was his mother, however, who mostly drove the Bronco around Atlanta doing her shopping while Rick's father would occasionally take it on hunting trips to South Georgia.

Once the odometer reached 60,000 miles, Rick was offered the car... but there were two conditions: 1) He couldn't sell it; and 2) He couldn't "junk it up" like the other two cars he had previously owned. Rick drove the Bronco a little bit, but mainly it stayed in his garage for the next 15 years. With a lot of help from his friends, Rick restored the Bronco from the frame up.

**Paul & Janice Phillips**  
**1941 Cadillac Sixty Special** by Fleetwood  
**Marietta, GA**



Introduced in 1938, the Bill Mitchell-designed Series 60 Special foreshadowed many of the advanced styling concepts that would grace the rest of the Cadillac model line in subsequent years. It was slightly revised again for 1941, the final version of the original Mitchell body styling, which was seen as both a mechanical and visual improvement, and would be recognized as one of the most significant and attractive automotive designs of the decade. Most notably, the massive, broad grille and prominent front-end styling became Cadillac trademarks for a decade. Output of the robust 346 cu. in. V-8 engine was boosted to 150-horsepower. The Series 60 Special remained the most prestigious Cadillac outside of the limousines, with quality coachwork and beautiful interiors fitted by Fleetwood.

The Phillips led a 4-year restoration of this car and it was completed in 2016. They did the general disassembly & reassembly on their own, including components parts cleaning, media blasting and paint stripping. The exterior color is Oceano Blue.

**Frank Rubino**  
**1950 Healey Silverstone**  
**Pinecrest, FL**



Immediately after WWII, sports car racing in Europe took off in popularity. Racers were converting Jaguars, Porsches, Triumphs and other types of production sports cars to race cars. In order to qualify, a car had to be a production car and a minimum of 100 had to be produced. Furthermore, the car had to be registered.

Donald Healey, founder of Donald Healey Motor Co. Ltd., didn't want his customers to worry about converting a street car, so he built a race car and put headlights and tail lights on it to make it a street car.

The Healey Silverstone was truly a "Wolf in Sheep's Clothing." It was a race car disguised as a street car, featuring 4-wheel independent coil over suspension, Lockheed hydraulic brakes, a twin cam Riley race engine and an all hand-made aluminum aerodynamic body with hidden headlights. 104 Healey Silverstones were produced.

**Bob Tiffin**  
**1957 Ford Fairlane Skyliner**  
**Red Bay, AL**



Thanks to a \$246-million engineering and design program, Ford's cars for 1957 were the most extensively changed Fords since the 1949 models appeared. New bodies, series names, revised engines and even two wheelbase options. The biggest news for the '57 Ford was the Ford Fairlane Skyliner which featured a retractable hardtop. To say that the retractable hardtop was an engineering feat is not an understatement as the top had seven reversible electric motors, four lift jacks, a series of relays, ten limit switches, ten solenoids, four locking mechanisms for the roof and two locking mechanisms for the trunk lid.

With a price tag of \$2,942, the Skliner was, at the time, the most expensive Ford ever offered. The 8-cylinder engine produced 245-horsepower and ran in a 118" wheelbase. While its price tag was high, Ford still sold more than 20,000 Skyliners in 1957.

Mr. Tiffin first saw this exact car in 1959 when it was owned by the owner of the Ford dealership in Florence, AL. He would continue to track the car and was finally offered the chance to buy it in 2012. The car would undergo a restoration shortly thereafter and the finished product fulfilled a dream that Bob had for more than 60 years.



**Jeremy & Tonya Turner**  
**1965 Ford Mustang**  
**Broadway, VA**





The Ford Mustang was introduced in 1964 as a 1965 model. It created an overnight sensation and quickly became the most successful model launch in automotive history. The timeless appeal of the car still reverberates today. The Mustang offered a winning combination of sporty performance, personal luxury, and fresh styling, which spawned a new “pony car” market segment. Part of Mustang’s appeal, in addition to its trim size and sparkling performance, was a broad options list. A buyer could specify anything from a six-cylinder coupe to a fully equipped convertible with one of three high-performance V-8 engines.

The Turner’s Mustang features a 6-cylinder, 200 cid/120-horsepower engine with a turquoise exterior and white interior. It was purchased by Jeremy’s father in 1975 for \$300 and used as a daily driver by his parents. Jeremy’s grandfather bought the car in 1980, but the car was gifted to Jeremy when his grandfather became ill with cancer. One of the greatest memories Jeremy has with this car was when he was 6-years old and his father took him to the local drive-in movie theater to watch Smokey and the Bandit.

**Thomas & Sarah White**  
**1961 Chrysler 300G**  
**Hopkinton, MA**



When Chrysler debuted the C-300 in 1955, it was a sensation. Based on the luxurious New Yorker coupe, the 300 was the ultimate “Banker’s Hotrod,” equipped with Chrysler’s most potent engine at the time, a 331 cu. in., Hemi V-8 with two four-barrel carburetors, hot cam and solid lifters. Rated at 300 hp, from which it took its name, it was the most powerful American passenger car engine available at the time. In 1956, a new 300B model began the legendary “Letter Series,” which would continue for a decade.

In 1957, a convertible was added to the 300C. Horsepower steadily increased along with the 300’s reputation as an extremely fast and stylish machine. An all-new 413 cu. in. engine with wedge-shaped combustion chambers and dual four-barrel carburetors powered the mighty 300E for 1959 and would be the standard 300 “Letter Series” engine for the next few years.

The 300G would be the last Chrysler with fins, marking an end to an era. Nineteen sixty-one would also be the last year the “Letter Series” cars would be exclusive. The 300 line was expanded in 1962 to include less expensive, non-letter series 300 cars that included a four-door, thus diluting its exclusivity.

# 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

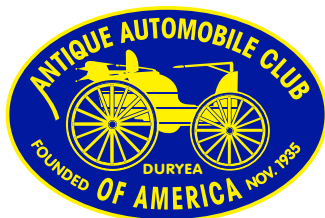
Mel Carson, AACA Senior Master Judge

Richard Lentinello, *Hemmings Classic Car* Editor

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

Graham Kozak, *Autoweek* Magazine Features Editor

Angelo Van Bogart, *Old Cars Weekly* Editor



# The 2018 AACA Zenith Award contestants:

## Winner:

1935 Packard 1204 Super 8  
Greg and Cheri Haack, Freeport, IL

## Runner-up:

1953 Nash Healey  
Ed and Rita Koch, Flemington, NJ

1919 Walker LA-10 . . . . . Jay and Peg Crist, York, PA  
1926 Ford Model TT Truck . . . . . Donald Teat, Ridgely, MD  
1927 Cadillac 314-A Custom Roadster  
by Fisher . . . . . Jim Schmidt, Ocala, FL  
1931 Studebaker Regal Roadster . . . . . Robert E. Williams, Rustburg, VA  
1934 Ford Cabriolet . . . . . Ronald & Joan Liska, Middletown, CT  
1937 Chrysler Imperial  
by LeBaron . . . . . Howard & Rosalind Kroplick, East Hills, NY  
1956 Mercury Montclair. . . . . Kenneth & Anna Belle King, Clinton, TN  
1957 Chevrolet Bel Air. . . . . Ronald D. Jury, Kansas City, MO  
1958 Cadillac Eldorado Biarritz . . . . . Reggie & Cindi Nash, Richmond, VA  
1959 DeSoto Adventurer . . . . . Warren & Lori Wubker, Orlando, FL  
1960 Chevrolet Corvette . . . . . James Salanitri, St. Augustine, FL  
1961 Chevrolet Impala . . . . . Bob & Sheila Thompson, Columbus, IN  
1970 Chevrolet Chevelle SS . . . . . Joseph & Shella Salvo,  
Newport Beach, CA  
1972 Ford Gran Torino Sport. . . . . Pam McCauley, Manhattan, IL

# The 2017 AACA Zenith Award contestants:

## Winner:

1928 Auburn 8-88 Speedster  
Richard & Helen Harding, Beaver creek, OH

## Runner-up:

1942 Cadillac Sedanet  
Steve Cooley, Homosassa, FL

1903 Holley Motorette . . . . . Les & Vicky Anderson, Kanawah, IA  
1904 Sandusky Courier . . . . . Les & Vicky Anderson, Kanawah, IA  
1931 Ford AA US Mail Truck . . . . . James & Ed Horn, Coatesville, PA  
1934 Packard 1107 . . . . . Lonnie & Betsy Fallin, Littleton, CO  
1934 Duesenberg SJ by Rollsten . . . Bob, Sandy & Gary Bahre, Parris, ME  
1937 Packard 1507 by Dietrich . . . . . David L. Peeler, Waxhaw, NC  
1938 Packard Super Eight  
by Bohman & Schwartz . . . . . Ralph & Adeline Marano, Garwood, NJ  
1939 Packard 1700-2175  
by J.T. Cantrell Company . . . . . Jack & Lois Barton, Gallatin, MO  
1940 Graham Deluxe 108. . . . . Nicola Bulgari, Allentown, PA  
1941 Cadillac Series 62  
Convertible Sedan . . . . . Dennis & Armeda Manieri, Ft. Lauderdale, FL  
1956 Plymouth Belvedere . . . . . Clyde & Barbie Horst, Lancaster, PA  
1958 Studebaker Golden Hawk. . . . . Mark James, Lancaster, PA  
1959 Cadillac Eldorado Biarritz . . . . . Warren Wubker, Orlando, FL  
1962 Corvette Convertible . . . . . Tom & Cindy Christenberry,  
Seymour, TN  
1963 Pontiac Grand Prix X-400 . . . . . Bill Schoening & Al Eichelberger,  
Tucson, AZ  
1964 Holman Moody Ford Galaxie . . . . John & Jean Craft, Sour Lake, TX  
1966 Chevrolet Corvette . . . . . Ken & Mary Ann Rothove,  
Kansas City, MO  
1967 Chevrolet Chevelle Super Sport . . . . Ralph W. & Carolyn H. Thiele,  
Palmetto Bay, FL



# 2019 AACA NATIONAL ACTIVITIES

## **February 7–9, 2019**

Annual Meeting – Philadelphia, Pennsylvania

## **February 21–23, 2019**

Winter Nationals – Ocala, Florida

## **April 4–6, 2019**

Southeastern Spring Nationals – Charlotte, North Carolina

## **April 29–May 1, 2019**

Southeastern Divisional Tour – Wilmington, North Carolina

## **May 30–June 1, 2019**

Annual Grand Nationals – Auburn, Indiana

## **June 2–7, 2019**

AACA Founders' Tour (1932-1994) – Seward, Nebraska

## **June 26–29, 2019**

Eastern Spring Nationals – Parsippany, New Jersey

## **August 4–9, 2019**

AACA Vintage Tour

(1931 and earlier) – Kingston, Ontario Canada

## **September 22–27, 2019**

Revival AAA Glidden Tour®

(1942 and earlier) – Rock Hill, South Carolina

## **October 9–12, 2019**

Eastern Fall Nationals – Hershey, Pennsylvania

## **October 23–26, 2019**

Southeastern Fall Nationals – Mobile, Alabama

## **November 6–9, 2019**

Western Fall Nationals – Fallbrook, California

For more information, visit [www.aaca.org](http://www.aaca.org)