

HEADLIGHTS



South Jersey Region AACA

Club Website www.sjraaca.com

January, 2021

Antique Auto Club Making Christmas a Little Brighter for Local Special Needs Children

Posted on December 23, 2020 by Sunshine Foundation

The South Jersey Region of the Antique Automobile Club of America partnered with the Sunshine Foundation to send Gift Cards to local special needs children for Christmas.

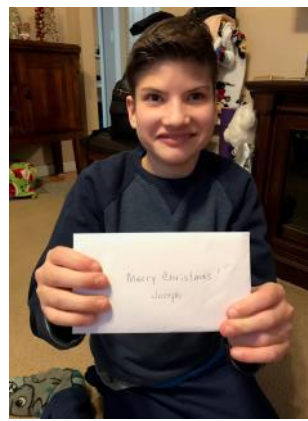
The local children that received Gift Cards from SJRAACA were Marina, diagnosed with spina bifida; Tristin, diagnosed with low-functioning autism; Joseph, diagnosed with cerebral palsy; and Mary, diagnosed with Type 1 diabetes.



Marina



Tristin



Joseph



Mary

Since 1966, the South Jersey Region of the Antique Automobile Club of America membership has been committed to sharing classic vehicles with the public. It is their goal to see that classic automobiles are “out and about” at local events for the public to see and enjoy.

Club Vice President, Ron Scott, shared with us *“The SJRAACA has been involved with Sunshine Foundation for more than 20 years. When the club decided to choose a charity, Sunshine was adopted. Donations come from both individuals and our club treasury each year. We are especially blessed to make Christmas a little brighter for the kids.”*

SJRAACA is always enthusiastically attracting new members. You don’t need a classic vehicle to join but simply be interested in the automobile and its heritage. Their membership covers many generations and includes AACA Junior Members in events in the hope that they will continue to keep the love of the classics alive. The club members show in parades, travel to nursing homes, and participate in many other regional events. For more information, visit www.sjraaca.com.

Thank you to Ron & Doretta Scott for purchasing and sending the gift cards to these four young people. Marina, 19 years old is from Bayone, NJ and she received Walmart gift cards; Tristin is 13 years old from Clayton, NJ and received Walmart gift cards; Joseph is 14 years old from Columbia, NJ and received Target gift cards; Mary is 13 years old from Middlesex, NJ and received Target gift cards.

SJRAACA OFFICERS

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Website - Linda McFarland - 609-202-3907

Questions?? Feel free to contact any officer or board member and they will be glad to help.

CLUB MEMBERSHIP

• **SJRAACA dues are \$10 per year (due by Jan 1st).**

• **Must be a member of AACA National.**

• Meetings are at Woodstown Borough Hall at 7 p.m. the 1st Monday of every month except **4th of July & September then it is the following Monday.** Call any board member for meeting cancellation notices during weather emergency.

• **CLUB WEBSITE: www.SJRAACA.com**
There is always more to see on our Website.

CLUB JACKETS OR SHIRTS??

Placing a shirt & jackets order soon.

The cost is on the members. See Linda

Mens Golf Shirts: S-XL \$22; 2X & 3X \$24

Ladies Golf Shirts: same as above

Spring Jackets: S-XL \$46; 2X \$48 & 3X \$48

Winter Jackets S-XL \$70



1-8 Susan Breslin

1-13 Rae Walzer

1-13 Larry Niedzialek

1-14 Bill Flitcraft

1-20 Don Scholes

1-25 Bob Hopely

1-25 Marcy Lewis

1-31 Paul Kinsey

**BIRTHDAYS
THIS MONTH**

SUNSHINE - Bonnie Green

**reports that a get well card has
been sent to Maryann Counsellor.**



PRESIDENT'S CORNER

Terry Shelton



Hello everyone!

Hoping you are all staying well.

We are still waiting for things to get better before we can resume meetings.

We are discussing Swap Meet possibilities and hope to have more information for you in the next week or two.

Thank you,
Your President,
Terry Shelton

FROM YOUR EDITOR

Linda McFarland



Hello All! Happy New Year!

I hope everyone had a great Christmas and New Years celebration. Even though I am sure it was low key, I hope everyone has been staying healthy.

The McFarlands are all doing well and looking forward to 2021 and a more eventful car season.

We still do not have any meetings planned until things get better.

At the time of this newsletter printing, we are still discussing the Swap Meet possibilities.

I will hopefully have more information for you soon.

Thanks to Chuck Gibson for his great article about his '55 Chevy Bel Air. What a great story!

PLEASE keep those stories and articles coming, everyone loves reading them.

Linda McFarland



TIME TO PAY YOUR MEMBERSHIP DUES

Please note that AACA Dues is \$45
Please mail directly to AACA or pay on line at
AACA.org

SJRAACA Dues is still only \$10
Please mail your check payable to **SJRAACA to**
Edna Norris
410 Route 45
Mannington, NJ 08079

South Jersey Region Events & Activities

JANUARY

4 CLUB MEETING—**CANCELLED**

Woodstown Borough Hall closed to public



The South Jersey Region AACA 2021 Calendar is available.

(5 calendars left)

We are selling the calendars to members and friends at cost, \$8.00. Contact Linda McFarland if you would like one.

Linda will be glad to mail a calendar to you. Total cost with postage will be \$10. Please make check out to SJRAACA and send to:

Linda McFarland
224 Hogate Blvd.
Salem, NJ 08079

Fuel Economy Testing in the "Old Days"

By Stu Allen

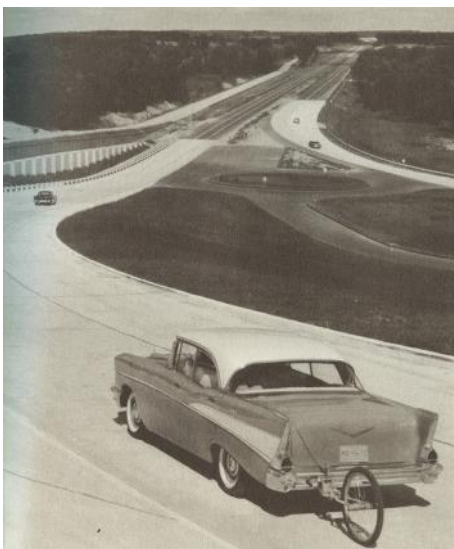
Waynesboro-Staunton Region AACA, Staunton VA

Automotive manufacturers have always been aware of the fact that car owners care about fuel economy. Back in 1957, even with gas prices at \$.31/gal. (\$2.89 in 2020 dollars), GM was testing fuel economy on its vehicles for potential



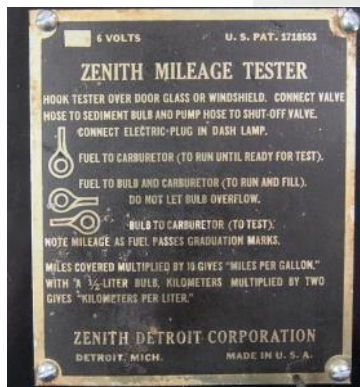
advertising advantages over the competition.

Shown here is some of the test instrumentation used at the GM Proving Grounds in Milford, Michigan to test fuel economy under actual road conditions. The flow measurement equipment was set up to measure fuel flow between the fuel pump and carburetor. Data was taken over a set road course under controlled speed and distance.



Once the vehicles were in the owners hands, dealers had to respond to complaints that "my car doesn't get the gas

mileage that the advertisements claimed!" As you know, fuel economy is greatly influenced by the driving pattern of the individual.



Short trips by a lead-footed driver could easily contribute to poor gas mileage. Dealers had a way to show the owner that the vehicle was getting proper mileage by using devices that could be installed on the car to measure fuel usage on the road. I have two of these devices in my collection.

Continued on Page 7.....

1955 CHEVY BEL AIR TWO-DOOR

By Chuck Gibson

This is a story of a 1955 Chevy Bel Air two-door sedan and the two special people connected to it. Let's begin with a prelude leading up to the discovery of this car.

I was born in September of 1954 and traveled home from the hospital a few days later in our family 1953 Bel Air four-door which I have owned since 1974 but this car is the subject of a future story! Unfortunately, shortly before my 3rd birthday, my father passed away from complications of emphysema at a time when there was little treatment available for the disease. My mom continued to drive the '53 Bel Air and cared for it well, washing it often and always keeping it in the garage. As time went on, she joined a dancing group to meet some people and began to date. The first guy that she was seeing on a regular basis drove one of those ugly Studebakers that looked the same on both ends. I didn't care much for him or his taste in cars and mom didn't go out with him too long. (Keep in mind here that I was only five years old so the "car-guy" was already developing!) The next guy drove a 1946-48 Dodge four-door, another unexciting car to me. But he was a nice guy and I remember him taking me to a train yard to watch the large locomotives moving about. He didn't last long though! Then one evening late in 1959 a gentleman showed up in the driveway to pick mom up in a beautiful turquoise and white 1955 Chevrolet Bel Air. He told me all about the car, explaining the engine and other interesting mechanical features which was all so cool to a five-year old kid! A few weeks later he came over to help mom with some housework and was driving a 1955 Chevy pickup! This guy was the best! This man stuck around and he liked telling me about his car and truck and it was a big thrill to get a ride in either. His name was Howard Parker.

The 1955 Chevy was a nicely equipped car for its time. Mr. Parker had bought it new at Randolph Chevrolet in Camden NJ on September 26, 1955. The total price was \$2,683.00 and he traded in a 1952 Chevrolet four-door sedan for the '55. Randolph Chevrolet allowed \$1,086.00 for the trade in so cash due at delivery was \$1,597.00. He had been shopping for the right car for a long time and this car was available through a dealer trade but was not quite the right color combination that he had hoped for; that being turquoise and white with the white from the roof extending down to and including the trunk lid and quarter-panel tops. The available car was all turquoise with the white roof only but had all the other options he wanted such as the all-new 265 CID V-8 engine with the 3-speed overdrive transmission, white wall tires, full wheel covers and a tinted windshield. Since it was too late in the model year to special order a car, he opted for this one. He bought the '55 one-half ton pick-up truck 2 years later as a used vehicle. It was equipped with the 235 CID 6 cylinder with a 3-speed standard transmission.

Nine months after the purchase of the new '55 Bel Air, while on his way to work, the car in front of Howard stopped suddenly and he rear-ended the car with the '55! The hood flew all the way back and the hood ornament dented the roof. The grille, front bumper and the front fenders were slightly damaged. While most of the damage was limited to the



hood, Howard felt this was the right time to paint the car in the color scheme that he originally wanted. He made all repairs himself replacing the hood, grille and bumper and straightening the fenders. The entire car was repainted with the white now extending down to the trunk lid and tops of the quarter panels.

Our family 1953 Bel Air had a Powerglide transmission and mom was not accustomed to driving a stick-shift car although Howard did attempt to teach her how to drive the '55. On one of those occasions I recall sitting in the back seat and suffering from whiplash from mom attempting to get the car rolling in first gear. Howard decided to take another approach to this so she could drive the car. He purchased a wrecked '55 Bel Air four-door that had the 265 CID V-8 with a Powerglide transmission. The time-line of this was late 1960. This '55 was the beautiful Coral and Gray color combination and other than the front-end being wrecked, the car was in good condition. A three-way transformation began: The engine, transmission and rear axle assembly were pulled out of the wrecked car, the overdrive transmission and rear axle assembly were pulled out of the turquoise and white '55. The Powerglide and accompanying rear axle assembly from the wrecked car were installed in the turquoise and white car. Then the 235 CID 6-cylinder engine and 3-speed transmission were pulled from the '55 pick-up truck. The 265 CID engine from the wrecked car was mated to the overdrive transmission and both were installed in the truck.

CAR INVOICE					RANDOLPH CHEVROLET, Inc. 1720 Hudson Ave. Camden 3, N. J. CAMDEN 3, N. J.		Add N° 3388	
SOLD TO: Howard T. Parker ADDRESS: 975 Sylvan St. Camden, N. J.					DATE: 9-26-55			
SALESMAN: Catling								
MAKE	MODEL	YEAR	SERIAL NO.	MOTOR NO.	KEY NO.	1955 Chevrolet 2 Dr. Sedan		
Chev.	2102-B	New	V0558 078187	013668 T5502 8923				
INSURANCE COVERAGE INCLUDES								
<input type="checkbox"/> FIRE AND THEFT — AMOUNT DEDUCTIBLE								
<input type="checkbox"/> COLLISION — AMOUNT DEDUCTIBLE								
<input type="checkbox"/> PUBLIC LIABILITY — AMOUNT								
<input type="checkbox"/> PROPERTY DAMAGE — AMOUNT								
OPTIONAL EQUIPMENT AND ACCESSORIES								
Junction Block								
Dir. Sigs.								
Follow								
X755-310								
PRICE OF CAR					2214.00			
TRANSPORTATION CHARGE					79.00			
SALES TAX					108.00			
OVERDRIVE					88.00			
DELIVERED PRICE					2490.00			
EXTRAS					27.50			
OPTIONAL EQUIP. & ACCESS.					27.50			
UNDEREAL					28.00			
2 Tone								
SALES TAX ON EXTRAS					2683.00			
TOTAL CASH PRICE					2683.00			
COST OF FINANCING (INCL. INSURANCE)								
TOTAL TIME PRICE								
SETTLEMENT:								
DEPOSIT					400.00			
CASH ON DELIVERY					1397.00			
USED CAR 52Chevy.					1086.00			
TYPE 4, Dr. Style, etc.								
SER. NO.								
MOT. NO.								
PAYMENTS:								
TOTAL					2683.00			

1955 CHEVY BEL AIR (Continued)

Then the 6-cylinder engine and 3-speed transmission from the truck were installed in the wrecked car. (Are you confused yet?) The damaged sheet metal was removed from the wrecked car and a junk yard front end installed at which time Howard re-painted the coral and gray so that the car looked beautiful again. He was so detail oriented that he even removed the two V-8 emblems that Chevrolet installed on those cars which were equipped with V-8 engines! That car was sold to his cousin as her first car and she drove it for many years. The truck was now a much different vehicle to drive and mom could finally drive the turquoise and white '55 Bel Air without snapping our necks!

A few years later with all going well in how each of these three vehicles were performing, Howard's mother was learning to drive for the first time at age 59! Up until that time, her father had driven her anywhere she wanted to go but now, due to age, he was giving up driving. Howard was also thinking about a new car about the same time but did not want his mom to be driving his prized 1955 Bel Air. An offer was made to my mom: If you give my mother your '53 Bel Air four-door, I'll give you my '55 Bel Air. Since mom really liked driving the sleek looking '55, she gladly accepting the offer and the trade was made. Howard went back to Randolph Chevrolet in Camden and purchased a low mileage 1961 Impala four-door sedan. Not too long after, there was talk of marriage between mom and Howard and I was excited that he would be my dad! The wedding took place in November of 1965!

Fast forward to December 1966. I was on vacation from school and on the 22nd, mom said she had one Christmas gift left to purchase and how about if her and I drive over to the local shopping mall after dinner. On the way, mom and I stopped at the local Mobil station and filled the gas tank, something she rarely did as she was always happy with just getting a few dollars-worth of gas! We parked at the end of a row closest to the door at the mall which seemed like good luck on a cold winter's night. Visits to shopping centers with mom at any time were never fast as she enjoyed any shopping trip. But, upon leaving through the same door of the mall that we entered a few hours earlier, we were stunned to find an empty parking space where mom had parked the '55! We looked in other areas of the parking lot just in case both of us had forgotten where we really parked. No, the car was gone! The police were summoned and dad was called at

work, as he worked a night shift at the time, to give him the grim news that the cherished '55 Chevy had been stolen. This quickly became a very grim Christmas. I remember that there was a lot of snow at Christmastime that year and dad was hoping that the car thief might get the '55 stuck in a snow drift and abandon it. Then the police would soon call to say that our car had been recovered. Unfortunately, no such call came. After one month, the grim decision was made to replace the '55 as its recovery was probably unlikely. Another 1961 Impala was found in a used car lot. This one was a black sport coupe and served as mom's everyday car for many years.

Hope never faded for finding the '55 however, and dad would often leave work at 1 AM in the morning and drive around in his 1955 Chevy pick-up looking for the Bel Air. He and I also spent many weekends driving around in some not-so-nice neighborhoods to see if we could spot the '55 possibly abandoned on some small side-street. Apparently, it was not meant to be. But, one year later, Christmas day, the three of us had dinner at home with plans to go visit family friends about 20 miles away that evening. Just a few blocks away from our friend's home, dad suddenly slammed on the brakes of the '61 Impala and pointed to a 1955 Bel Air parked at the curb and states, "there's our '55!" Although it was dark outside and a residential street, dad quickly proved to mom and me that this was indeed our car, even though it now looked old and battered. Mom and I were ordered to continue to our friend's home and call the police while he waited out of sight, behind a tree. When the police arrived, they began knocking on doors until they located a young man who claimed ownership of the '55. The car was registered in Pennsylvania and he had legitimate papers. But there was some obvious evidence that the vehicle ID plate had been tampered with. Dad suggested to the officer that the "owner" be asked to open the trunk stating: "if it's still there, I had a gold Pyrene brand fire extinguisher mounted behind the spare tire." The trunk was opened and there was the fire extinguisher! No more convincing of the police was needed at this point and the car was immediately impounded. Christmas 1967 suddenly got much better!

The police had to be allowed to do their appropriate work in making proper ID and now this was an interstate case which would involve the local FBI! No charges were ever filed against the young man who claimed ownership of the '55 as he stated he had purchased the car from a total stranger. At that point we were just pleased to have the '55 back in our possession after a few weeks! The car had now seen better days. The past year had not been easy on it with some dents, the sun visor was missing and the paint and interior were looking pretty sad. Amazingly, the car had accumulated over 8,000 miles during that time. Fortunately, the engine and transmission had not been changed or tampered with. Unfortunately, now the once beautiful '55 Bel Air was a depressing sight and we stored the car away for a few years in grandmom's garage a few miles away. After grandmom's passing the '55 was moved back home and eventually into a large garage we purchased for our growing old Chevrolet collection near home.

Continued on page 6...



1955 CHEVY BEL AIR (Continued)

Since the 1955, 56 and 57 Chevies had become so popular with collectors, many parts were being reproduced and I saw an opportunity to purchase new and NOS parts for the '55 to give to dad for birthdays and Christmas. This plan worked well for several years but the old '55 continued to collect dust. When dad retired from work plans were made for a large retirement dinner in his honor. Mom, Joyce and I developed a plan to ask invitees to contribute to the purchase of a complete new interior for the '55 because, we hoped, that he would now spend time working on the car. The plan worked and dad was pleased! He did get the '55 out of the corner and got it running and installed a new exhaust system but, again unfortunately, not much more. About this time, Joyce and I had built a large garage on our property in Monroeville and all the old Chevies were moved to this location. Then dad was diagnosed with cancer and the hope of him ever seeing his '55 Chevy restored and driving was fading. Once again, Christmas was near and I came up with the idea that it would be a great treat to make the '55 roadworthy and pick mom and dad up with the car on Christmas Eve to go out for breakfast. With the help of Joyce and our long-time friend, Don Edwards, the idea came to fruition. On the morning of Christmas Eve 2006 we arrived to pick up mom and dad and they had no idea the '55 was parked outside! There was surprise and some tears shed as we headed out for the ride to the diner. Oh, by the way, there was no heat as I discovered that the heater core was bad. Blankets were brought to keep the two ladies warm and no one seemed to care too much that it was a very cold morning. Dad got to ride in the car several more times during the next year and two days before Christmas the following year he succumbed to the cancer. The '55 was proudly driven in his funeral procession by Ron Scott. Since that time, the car has been maintained in roadworthy condition.

Any time I drove this car the engineering and design has continued to amaze me. When Chevrolet debuted this completely new car in 1955 they didn't miss anything to make it a very appealing design with the all new small block V-8 engine, the lower and sleeker body and the all new ball joint suspension. And the car buying public loved it as well! Most notably, the car handles very well and visibility around the car is excellent as you can easily see all four corners of the car from the driver's seat. This is something you cannot do in a modern car!

Now it's time to really begin some serious work on the '55. In January of this year I had the front and rear suspension completely rebuilt including all new brakes. The undercarriage and engine compartment have been totally cleaned. We recently removed the original well-used interior and have finally begun the installation of that new interior kit that we presented to dad at his retirement. This work is being masterfully accomplished by my other long-time friend, Don Bock with me being the helper! The right front floorboard will also need to be replaced during this work. A new set of bias-ply appearing radial tires with the

correct size white-walls are being mounted to the newly powder coated original wheels. The next step will be the rebuilding of the engine and transmission then onto body and paint work. There were a couple very minor modifications which dad made to the car like removing most of the upright grille bars and installing a 1956 Bel Air trunk "V" in the center of the grille. His changes will remain permanently. It'll take us a few more years but I can't wait for this beautiful car to look brand new again. And, I know someone is watching!



Fuel Economy Testing (Continued from page 3)

The first is the Zenith Mileage Tester. It was designed to be hung on the passenger-side door window. It has a glass burette that holds 1/10 of a gallon gasoline, hoses and valves and a 6-volt fuel pump to supply fuel to the carburetor. This system allows the operator to fill the burette and switch from fuel supply from the tank to using the measured fuel in the device. The driver then watches his odometer and records the miles travelled. Once the 1/10 gallon of fuel is used, the miles travelled multiplied by 10 gives the miles/gallon. This readily demonstrated the effect driving techniques and road conditions had on fuel economy.

The owner might not still be satisfied but at least had a better understanding of his driving effect on mileage. The dealer's rep. could also determine if that vehicle had any problems that might cause poor economy.

A similar device is the Kent-Moore Gas-Per-Mile Gauge that also mounted on the side window.



This is a simple device with valving to allow filling the 1/10 gallon burette and switching from the fuel tank supply to the measured fuel using the vehicle's fuel pump. It was mounted on the passenger-side door window.

We're not sure of the age of these devices, but the Zenith unit predates 1953 since it is a 6-volt. Jack Drago tells me the Kent-Moore device was still being used in the 70's.

When I started at Rochester Products in the 60's GM was using exhaust emissions equipment to measure fuel economy and no longer had to use fuel measurement test equipment.



Thank you to Stu Allen of the Waynesboro-Staunton Region AACA, Staunton, Virginia for sharing his article with us.

Muscle Car City to Close

Inside Muscle Car Museum in Punta Gorda, Florida, where owner Rich Treworgy displays around 200 classic GM muscle cars that make up his private collection. Treworgy has decided to close his doors in January.



SJRAACA CLASSIFIEDS

FOR SALE - 1952 Ford Custom \$14,500

- V8, stick with OD
- 76,000 miles
- Excellent condition
- Runs great
- Great touring car
- Asking \$14,500

Contact Ray 732-873-3094
(New Jersey)



WANTED: SIDE VIEW MIRROR w/2 holes
for 1952 Ford Victoria
Suppliers are currently out of stock.
Hoping someone might have one or
knows of someone who does



Contact: Ron 856-629-6085

**FOR SALE - 1930-31
MODEL A Cowl \$50**
Contact: Harry
856-217-2686



FOR SALE - WHEELS FOR SALE \$25 EACH
1-16"; 3-17"; 1-18"
Contact: Harry 856-217-2686



**FOR SALE - 2 3A RACING
SEATS \$220 Pair**

- Bought 12 years ago
- Seats stored in garage,
never used



Contact: Harry 856-217-2686

**FOR SALE - MANUEL
TIRE CHANGING
MACHINE**
w/Parts \$100 OBO



**FOR SALE - 40's/50's CHEVY
DELUXE HEATER \$75 OBO**



**FOR SALE - PAIR VINTAGE
US ARMY GAS CANS \$75 OBO**
Contact: Bob 856-956-3765



**Need Automotive
Batteries. Call Ed
Counsellor for
Precision Batteries**
856-362-0001



SJRAACA CLASSIFIEDS

FOR SALE - KwikLift 13 1/2' Ramps

- \$1,000 OBO
- Max Vehicle
Capacity
5,000 lbs
(not to exceed
2,500 lbs per ramp)

Contact Matt Maliszewski 302-798-1601



FOR SALE - '28-'31 FORD MODEL A PARTS

- Radiators \$100
- Fenders \$100-\$300
- Frames \$500
- Bumpers \$100
- Misc. parts

Contact: John 856-468-5107



WANTED: R10, 3 Speed Overdrive (GM)
With a 7 bolt side cover

Contact: Nick 302-359-4262

CAN YOU GUESS WHO THIS IS?
THE ANSWER WILL BE IN FEBRUARY'S ISSUE.





It's Not the Cars, It's the Memories

By Fred Trusty
Vice President – Membership



AACA CALENDAR OF EVENTS

Listed below are some upcoming National tours and meets you may be interested in attending:

2021 National Calendar & Other Events

- April 8-10-Southeastern Spring Nationals - Charlotte, NC
- April 15-17 - Annual Convention - Philadelphia, PA
- April 20-22-Southeastern Divisional Tour - Central Florida
- April 21-23- Special Winter Nationals - San Juan, Puerto Rico
- May 20-25-Founders Tour - Davis, WV
- June 2-5-Eastern Divisional Tour - Eastern Shore of MD
- June 17-19-Eastern Spring Nationals - Saratoga Springs, NY
- July 1-3-Central Spring Nationals - Auburn, IN
- July 11-16-Vintage Tour - Lock Haven/Wellsboro, PA
- July 22-24-Grand Nationals - New Ulm, MN
- Aug 13-14-Western Fall Nationals - Loveland, CO
- Sep 9-11-Southeastern Fall Nationals - Greenville, SC
- Sep 12-17-Revival AAA Glidden Tour® (VMCCA) - Saratoga Springs, NY
- October 6-9-Eastern Fall Nationals - Hershey, PA
- October 18-22-Central Divisional Tour - Broken Arrow, OK
- November 4-6-Special Western Nationals - Phoenix, AZ
- Nov 7-11-Western Divisional Tour - Metropolitan Phoenix & Central AZ

At age 14, I got a copy of the Kentucky Drivers Manual. I read it front to back several times and memorized all the stopping distances and other important facts. If only I had that much enthusiasm for my school work. On Sunday mornings I would get up and be ready for church long before it was time to leave. My mother would let me back her 1967 Oldsmobile Delmont 88 out of the garage about 10 – 15 minutes before it was time to leave. I would drive it the 200 feet or so down the driveway but I wasn't allowed to go into the street (or at least I didn't get caught) so I would go in reverse all the way back to the garage. Everyone told me that parallel parking was the hardest part of the driving test so I put chalk markings on the asphalt in front of the garage to simulate parking spaces so I could practice parallel parking. A couple of days after my 16th birthday I took the written test and easily passed. Then a couple of months later I took the driving test and after 2 years of parallel parking practice, I could parallel park that Olds blindfolded.

I now had a license to drive but no money for insurance, and gas. Having a car meant no more walking to and from school uphill both ways in the snow, or at least that's what my kids say about me. I could be one of the cool kids at school. I could be somebody. Oh, and let's not forget the biggest motivating factor; girls. But getting a part time job after school meant quitting football. Hmm?

I started work at the Beechmont Key Market making \$1.60/hour. With some money I had saved from cutting grass and a loan from my father, I paid \$500 for a 1965 Ford Custom. The Custom was basically a Galaxy without all the options and trim but for some reason this one was equipped with factory air, automatic, power steering, power brakes, 352 CI engine, and a 4-barrel carburetor.

Cars invoke memories of our younger days. Have you ever noticed that when some people talk about their cars they have a gleam in their eyes? "I had one just like this in high school" or "The first date with my wife was in a car like this?" What are your memories?

I might not have a '65 Ford Custom anymore but I still have the memories. Now think of young people today. 20 years from now when they see a car on the show field, are they going to say, "Wow, my first car was a '95 Toyota Corolla. I drove it in high school during the 2020 Covid-19 pandemic." If you see a 90's car on the show field, don't think of it as just a used car. To someone younger, someday it might bring back fond memories.



Address Label Here

South Jersey Region AACA
c/o Linda McFarland
224 Hogate Blvd.
Salem, NJ 08079



SOUTH JERSEY REGION ANTIQUE AUTOMOBILE CLUB OF AMERICA DATES TO REMEMBER



JANUARY

- 4 CLUB MEETING - **CANCELLED**
Woodstown Borough Hall not open for public use

HAPPY NEW YEAR 2021



January Headlights



Happy New Year

- ◇ **Sunshine Foundation** Pg1
- ◇ **Presidents Corner** Pg 2
- ◇ **Upcoming Activities** Pg 3
- ◇ **Fuel Economy Testing** Pg 3&7
- ◇ **1955 Chevy Bel Air** Pg 4,5,6
- ◇ **Muscle Car City Closing** Pg 7
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