

ZENITH AWARD

 2024

AACA'S PINNACLE OF
ACHIEVEMENT FOR
AUTOMOTIVE RESTORATION



APRIL 4, 2024 · CHARLOTTE, NORTH CAROLINA

SAVE THE DATE

2025 AACA National Convention

Embassy Suites by Hilton Charlotte-Concord,
North Carolina/Golf Resort & Spa

February 6-8, 2025



STEVE MOSKOWITZ



Many months of diligent advance planning by AACA's Hornets Nest Region will no doubt result in a spectacular presentation of this year's Grand Nationals and Zenith Award competition in Concord (Charlotte), North Carolina, where our host hotel—the Embassy Suites by Hilton Charlotte-Concord—is an old friend. There is always a uniquely special welcome for AACA members there.

I am always amazed—and impressed—by how much our members continue to raise the bar with their standards of automobile restoration. Many years ago, AACA responded to this with the creation of our National Awards and Grand Nationals awards. Later, with so many AACA members being intently focused upon quality, authenticity, and attention to even the smallest details of their restorations, an additional award program, the “Zenith Award,” was created to recognize the pinnacle of attention to detail.

Now in its eighth year, the Zenith Award continues to represent an important progression of the Club's judging and awards system, but more importantly, the Zenith competition is equally a tribute to every AACA member. Each member who has restored an automobile—and thereby saved the history surrounding it—has laid the foundation for the Zenith Award and, in fact, for the Club's entire awards program.

As an event that celebrates Club members' best restorations, and with only two outstanding vehicles being selected each year from each Nationals, we assemble a highly capable team of judges responsible for evaluating each vehicle entered in the competition, and this year is no exception. Each entrant's vehicle is stunning in every respect and worthy of winning the Zenith Award Trophy. Nowhere will you find a better representation of the restoration capabilities of our members, and the depths of perfection and authenticity they are able to achieve, and nowhere will you find a team of judges more able to competently evaluate such meticulous work.

Today, AACA's original founders would be astounded by our ever-expanding membership and the levels of restoration authenticity and perfection they achieve, and that is precisely why AACA's judging system continually evolves to meet the needs of AACA members. While the Club's primary focus has always been the preservation of antique automobiles and their history, nowhere is this better conveyed than in our time-tested impartial judging system handled by more than a thousand judges, all of whom are accredited through AACA's judging schools.

It seems like yesterday that Tom Cox first envisioned an AACA award that would be equal in stature to the most significant awards that the concours and hot rod communities present, but would recognize superior quality restorations. Given AACA's importance to the preservation and restoration of authentic un-modified antique automobiles, Tom believed it was paramount to the Club's future that it offer a counterpart award that would create equal mainstream publicity and would further introduce AACA to a wider audience. Each year, the Zenith Award's prestige has gained further notoriety, so much so that today, many argue it to be on par with the prestigious Detroit Autorama Ridler Award and the Pebble Beach Concours d'Elegance Best of Show.

The greatest attribute of our Club is that its members participate in the antique automobile hobby in many ways, including preservation, restoration, touring, and even vintage racing. AACA finds each interest to be of equal importance, so it recognizes a highly diverse base of vehicles. For those members who revel in the challenge of restoration excellence by seeking to attain the highest standards of quality and authenticity, AACA created the Zenith Award to recognize your work.

We extend our best wishes and congratulations to this year's Zenith nominees, and to every participant at this year's Grand Nationals. Much appreciation is owed to Mel Carson, Greg Jackson, and the entire Hornets Nest Region for hosting this year's events.

Be sure to save the dates for all the pageantry next year when AACA's National Headquarters will host the Grand Nationals and Zenith Award competition in Dayton, Ohio. Watch our website and *ANTIQUÉ AUTOMOBILE* for the soon-to-be-announced dates. We look forward to seeing you there!

AUTOMOTIVE RESTORATION'S HIGHEST ACCOMPLISHMENT



by David M. Landow
Senior Editor — *ANTIQUE AUTOMOBILE*

The Antique Automobile Club of America will celebrate its 90th anniversary next year, along with longevity and an esteemed track record of service valued by antique automobile enthusiasts worldwide.

Although officially founded in 1935, AACA originated concurrently with the 1931 Philadelphia Auto Show when a group of enthusiasts

organized an antique automobile derby for automobiles at least 25 years old. Before the 1935 derby began, Frank Abramson sent letters to participants inquiring about forming a club to promote both the derby and the antique automobile hobby. Most importantly, such a club would also promote camaraderie

among fellow enthusiasts—fellowship that continues today as AACA's most recognized hallmark. Within five years, 14 founders had grown the newly formed Antique Automobile Club of America to 115 members from 15 states and two foreign nations. Today, they would be proud that their original goals have been so well perpetuated, namely to collect, preserve, restore, share, and drive old cars, with an intense focus as well on sharing and preserving automotive history.

Ninety years after its founding, AACA uniquely stands as the largest and most inclusive—and arguably the most esteemed—general marque automobile club in the world, distinctions for which AACA leadership takes great pride and works diligently to sustain. AACA recognizes every marque of automobile, truck, and motorcycle that is factory-assembled and at least 25 years old, regardless of where manufactured. With an all-inclusive range and an expansive period of eligible vehicles, and with an additional year of production becoming eligible



“It is appropriate to hold the two grandest and most significant marque
ACA events together because each event brings prestige to the other.”



—Steve Moskowitz, Zenith Competition Chief Judge

every year, AACA now provides its services and events to more than 55,000 members worldwide.

From its national headquarters in Hershey, Pennsylvania, which houses the largest and most expansive automotive library in the world, AACA offers the very best to its members, where it organizes and presents tours, an annual convention and trade show, and administrates 8-10 Nationals—including a Grand Nationals—every year, all of which are held in locations scattered throughout the U.S., and which range in size from 100 to a whopping 1,250 vehicles. The Club also publishes its award-winning *ANTIQU* *AUTOMOBILE* magazine, highly respected as the best magazine in its category.

Nowhere is AACA’s significance better conveyed among antique automobile enthusiasts than in the hierarchy of Club awards that can be earned, which are signified by various grille badges that are well-recognized and respected monikers for restoration and preservation excellence. AACA could easily rest on the laurels of its long-standing reputation for judging excellence, but expanding and improving the Club, and its many offerings to members, has—in addition to

superior judging—always been at the forefront of its goals, a mantra that has served the Club well and has been faithfully carried forward as AACA’s leadership has changed throughout the years.

Two-time AACA Past President Tom Cox has always been particularly cognizant of such things. Cox believed there was no better way to express AACA’s on-going desire for quality and distinction than with an award that would signify the same. With the intensive media coverage that swirls around the top awards presented annually at noteworthy automotive events, such as the Pebble Beach Concours d’Elegance, Detroit Autorama (its Ridler Award presented for creativity, engineering, and workmanship), and the Grand National Roadster Show (its AMBR Award presented to “America’s Most Beautiful Roadster”), and given AACA’s ever-increasing significance within the antique automobile community, Cox concluded that the Club merited its own pinnacle award. Discussions ensued between Cox and AACA Chief Executive Officer Steve Moskowitz about how to create a notable award that would recognize superior restoration achievement and that would enjoy comparable significance to other nationally recognized awards.



2023 Zenith Awards competition, Bettendorf, Iowa



Combined attendance at AACA Nationals each year can exceed 4,500 cars, but only two from each Nationals are nominated to compete for the Zenith, making the nomination itself one of the hobby's most coveted achievements.



Cox and Moskowitz researched the criteria surrounding other notable automotive awards and then reached a consensus. In 2015, they proposed an awards program to the AACA Board of Directors that would be substantially different from—but would be compatible with—AACA's Grand Nationals and National Awards programs, both of which sit atop the AACA awards hierarchy. The two received Board approval of an entirely new AACA event, where the crème de la crème of automobile restorations would compete for one signature award to be presented for most outstanding restoration of the year—the “Zenith Award Trophy.” The competition is now held annually at each Grand Nationals. Moskowitz explains that “It is appropriate to hold the two grandest and most significant marquee AACA events together because each event brings prestige to the other.”

This year marks the eighth presentation of the Zenith Award Trophy, which represents the epitome of automotive restoration achievement and takes its rightful place alongside America's other most significant automotive awards. The line-up of the top 17 cars shown at 10 AACA Nationals during the 2023 show season promises to be equally as breathtaking as the previous seven competitions. Combined attendance at AACA Nationals each year can exceed 4,500 cars, but only two cars from each Nationals are nominated to compete for the Zenith, making a Zenith nomination itself one of the old-car hobby's most coveted achievements.

Given that the majority of AACA members who show their cars are restoration enthusiasts, the Zenith Award competition, as an event solely dedicated to celebrating Club members' best restorations, has become one of AACA's most anticipated events. Crucially important to the credibility and success enjoyed by the Zenith program is the judging of such painstakingly restored automobiles. According to Moskowitz, “So as to continually add stature to the award, every year, we recruit a judging team that consists of highly competent AACA Senior Master Judges and knowledgeable guest judges that understand concours standards.” Zenith judges evaluate each nominated car based upon the quality and authenticity of its restoration, while also, according to Cox, “taking into account the degree of difficulty and certain subjective criteria, such as provenance, historical significance, and rarity—although to a somewhat lesser extent.”

A testament to the plethora of different types of vehicles continually being restored by AACA members from all eras is that each year nominees have included a wide mix of vehicles. Most all eras and genres are annually represented, including brass-era, prewar, postwar, sports, muscle, and trucks. Moskowitz adds, “An eclectic mix of automobiles have consistently been nominated; a sign that AACA members are doing high caliber restorations to different types of vehicles from all eras.”

With only two vehicles per Nationals selected each year to compete for the Zenith Award Trophy, every nominee will tell you there's a lot more to all of this than just points and awards. Indeed, there is a special camaraderie that develops throughout the day among Zenith nominees. It's a sense of common pride, fellowship, and loyalty among a group of uniquely dedicated enthusiasts, whose scrupulous attention to detail and historical accuracy make each of them winners in their own right. That's why all Zenith competitors fittingly receive a slightly smaller version of the 21-inch tall crystal winner's trophy.

AACA's quest to present the best in antique automobile events is a constant, with Club leadership always intently focused on participant experience. This year's AACA Annual Convention recently concluded as one of the Club's best-presented, best-attended, and most successful Annual Conventions ever. The eighth presentation of the Zenith Award Trophy, and the concurrent Grand Nationals, will no doubt follow this success, offering the very best experiences to Club members.

AACA welcomes this year's Zenith Award nominees and Grand Nationals participants to Concord, North Carolina, and extends its best wishes for every success to all. We congratulate all of you for achieving so much success with your restorations.

Next year, the Zenith Award Trophy will be presented for the ninth time in Dayton, Ohio, during the AACA Grand Nationals, to be held in late June 2025. We look forward to happy landings there!



ZENITH AWARD TROPHY



Under the direction and supervision of Tom Cox and Steve Moskowitz, world-renown trophy-supplier R.S. Owens was tasked with creating a one-of-a-kind crystal award that would express a “pinnacle” of achievement. Owens had never produced anything like it. The design of the Zenith Award Trophy is exclusive to AACA and is trademarked. The permanent Zenith trophy is housed in the lobby atrium of AACA’s National Headquarters, where it is displayed with all of the Club’s National Awards. Each winner’s name is engraved on the trophy’s base.



Zenith Award Trophy
Recognizing the most outstanding restoration
of the year at an AACA National Meet.

2017
1901 AUBURN 8-88 SPEEDSTER
STEVE AND ELLEN HARDING, BEAVERCREEK, OH

2018
1935 PACKARD 1204 SUPER 8
TAREE AND CHERI HAACK, FREEPORT, IL

2019
1931 BUICK 8-94 SPORT ROADSTER
DAVID M. LANDOW, BETHESDA, MD

2020
1960 BUICK CENTURY CABALLERO
JOE AND JULIET TONETTO, TROY, MI

2021
1971 LECARVILLE 48 BODIED BY FARRAH J. BELSON
JOHN WALPIN, NAPLES, FL

PREVIOUS ZENITH AWARD COMPETITIONS

The Zenith Award is an honor aspired to by many but achieved by few. Created to recognize and distinguish restoration excellence, AACA congratulates previous winners for their merit-worthy attention to detail and esteemed commitment to historical accuracy.



2017 Winner *1928 AUBURN 8-88*
Richard & Helen Harding, Beavercreek, Ohio



2017 Runner-up *1942 CADILLAC SERIES 62*
Steve Cooley, Homosassa, Florida



2018 Winner *1935 PACKARD 1204 SUPER 8*
Greg & Cheri Haack, Freeport, Illinois



2018 Runner-up *1953 NASH-HEALEY*
Ed & Rita Koch, Flemington, New Jersey



2019 Winner *1931 BUICK MODEL 8-94*
David & Susan Landow, Bethesda, Maryland



2019 Runner-up *1957 DUAL-GHIA 146*
Chris Armstrong, Nantucket, Massachusetts



2020 Winner *1958 BUICK CENTURY CABALLERO*
Joe & Julie Tonietto, Troy, Michigan



2020 Runner-up *1933 AUBURN 12-165*
Calvin High, Willow Street, Pennsylvania



2021 Winner *1917 LOCOMOBILE 48*
John McAlpin, Naples, New York



2021 Runner-up *1930 RUXTON MODEL C*
Calvin & Dave High, Willow Street, Pennsylvania



2022 Winner *1929 DUPONT MODEL G*
Lammot J. du Pont, McLean, Virginia



2022 Runner-up *1928 AUBURN 8-115*
Richard & Helen Harding, Beavercreek, Ohio



2023 Winner *1935 S.S. 1 AIRLINE*
Jim & Lisa Hendrix, Chesterfield, Missouri



2023 Runner-up *1929 FORD*
Stanley & Mary Sorrels, La Porte, Indiana

2024 ZENITH AWARD NOMINEES

1908 Mitchell Model G

Charles E. Allen
Rochester Hills, Michigan

1910 Buick

Robert D. Richmon
Henrico, Virginia

1930 Duesenberg

A. Ross Myers
Boyetown, Pennsylvania

1931 Ford

Stanley W. Sorrels
La Porte, Indiana

1931 Cadillac

Gary Katz
White Plains, New York

1932 Ford

Edward R. Warnock
Garden Valley, California

1932 DeSoto

Calvin G. High
Willow Street, Pennsylvania

1953 Nash

Nicola Bulgari
Allentown, Pennsylvania

1953 Nash-Healey

Paul B. Supan
Steelton, Pennsylvania

1954 Cadillac

Armeda & Dennis Manieri
Ft. Lauderdale, Florida

1956 Chevrolet

Steven Maveal
Alpena, Michigan

1957 Cadillac

James V. Verraster
Naples, Florida

1958 Dodge

Randy Guyer
Minnetonka, Minnesota

1958 Chevrolet

Pat Lytle
Orrville, Ohio

1963 Ferrari

Lammot J. du Pont
McLean, Virginia

1967 Chevrolet Camaro

Gerry Bailey
Prosperity, Pennsylvania

1970 Chevrolet

Harry G. Park
Virginia Beach, Virginia



1908 Mitchell Model G
Charles E. Allen, Rochester Hills, Michigan

Charles' father and grandfather purchased this Mitchell for \$25 in 1939, when his father was 14. The well-used Mitchell was serving as an attention-getter for Whiz automotive products in Camden, New Jersey, and was originally purchased by that company's founder, Richard Milton Hollingshead. Stored for the most part of the next 40 years, restoration began around 1980. Charles and his two sons did much of the car's mechanical restoration, but Anderson Restorations finished its restoration.

Henry Mitchell and his Mitchell Wagon Company of Racine, Wisconsin, successfully built horse-drawn wagons starting in 1853. By 1902, Mitchell produced 600 motorcycles, immediately becoming the best-selling motorcycle in the United States ... not to mention one of the fastest. By 1903, the motorcycle business was sold and the Mitchell Motor Car Company began building two different cars with powerplants based on the motorcycle engine. By 1907, only four-cylinder models were offered, with power transferred through a three-speed transmission with shaft-drive to the rear wheels. Unfortunately the 1910-1911 models had design problems, and by 1913 with a \$2.5 million shortfall in loans due to three years of slow sales and high repair costs, Mitchell Motor Cars went into receivership.



2024 ZENITH AWARD JUDGING TEAM

Steve Moskowitz, AACA CEO
Jack Harris, 2024 AACA President
Tom Jensen, NASCAR Hall of Fame Curator
Richard Lentinello, AACA Director, Publisher, *CRANKSHAFT*

AACA Senior Master Judges

Terry Bond Stan Kulikowski
Tom Cox John McCarthy
Mike Jones Bob Parrish





1910 Buick Model 16
Robert D. Richmon, Henrico, Virginia

Bob discovered this extremely rare roadster in 2020. It was purchased from a man in Nebraska who had begun its restoration, but stopped because of health reasons. After just three years of his own restoration work, other than paint and upholstery, the car emerged a show-winner. Included with the car when Bob purchased it was a never-been-used factory tool kit.

Buick produced 29,425 cars in 1910, making it one of the industry's major producers. The company's line-up ranged from a tiny 2-cylinder chain-drive roadster through a series of 4-cylinder models, concluding with a Model 41 limousine. The Model 16 represented the mid-priced 4-cylinder offering. It was introduced in 1909 with a choice of a roadster or tourabout body. In 1910, the line expanded to include a toy tonneau body and the tourabout name was replaced with surrey. The healthy 318cid/32hp ohv engine in the relatively light chassis produced very good power and performance for its size. One particularly attractive aspect of the Model 16 was its extended hood, which gives the car *significant* presence. Combined production of the three body styles totaled 2,252. All three styles sold for \$1,750 and included kerosene and gas lights, horn and repair kit. Just six roadsters are known to have survived.



1930 Duesenberg
A. Ross Myers, Boyertown, Pennsylvania

Walter M. Murphy coachbuilders in Pasadena, California, built just three of these special dual-cowl phaetons, designed by Frank Hershey. This one was originally built for and delivered to John Howard in Mexico. He sold the car in 1945, but it remained in Mexico and had several short-term owners before it was sold in 1950 to ALTA, a Mexican film studio. The next owner stashed the car away behind a cement-block wall at the Mexico City airport parking garage. In 1962, it was discovered by renowned Duesenberg historian Ray Wolf and brought back to the U.S. It was sold to Royce Kershaw Sr., who had it restored, and it remained in his family for 54 years, when Ross purchased it. During the latest restoration by Babinsky Automotive Restorations, many of the car's original details were discovered, including original colors and unusual cloth upholstery. The car still retains its original engine, chassis and body. It received Best in Class at Pebble Beach in 2021.

Powered by a 420cid/265hp in-line 8-cylinder engine with twin overhead camshafts and four valves per cylinder, Duesenbergs were capable of traveling at a rate of 116mph. Its chassis was priced at \$8,500, and custom coachwork often more than doubled that ... all Duesenbergs featured custom coachbuilt bodies.

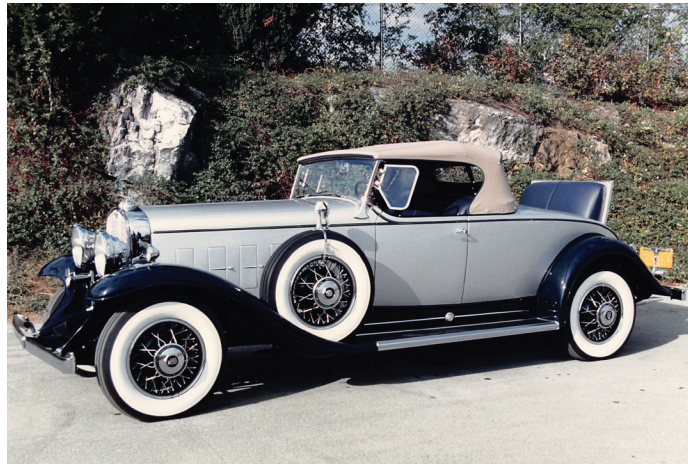




1931 Ford Model A A400
Stanley & Mary Sorrels, La Porte, Indiana

Stanley's 400 was discovered in the Pacific Northwest, in relatively complete condition. Restoration took several years and has had master craftsmen from across the country involved. When it was finished, it received the coveted "Henry Ford Award" from the Model A Ford Restorers Club. Stanley chose the Aqua Green Gray Green body color, accented with Tacoma Cream stripes and wheels.

Edsel Ford chose the model number 400 as a tribute to "The Four Hundred" elite who attended an annual soiree hosted by the doyenne of New York Society, Caroline Astor. The Ford A400, a Murray-built 5-passenger closed-car design with a retractable canvas top, featured extensive wood graining throughout, plated top mechanism, an unusual floor design, and double pin stripes. Seat upholstery is leather with nickel appointments and rear arm rest. Its chrome slant windshield frame and wiper create a sporty look and were unique to the Deluxe vehicles only in 1931, which also featured cowl lamps, left fender well spare tire, and full-length front/rear bumpers. It debuted in May of 1931, so production time was extremely limited. Just 4,800 were built, and only about 200 remain.



1931 Cadillac 370-A V-12
Gary Katz, White Plains, New York

Gary's V-12 roadster is number 80 of 91 built for 1931. It features a Fleetwood roadster body and originally sold for \$3,945. Purchasing the car in the early 1960s, his father immediately began stripping it for restoration. The project stalled indefinitely with three kids to take care of. In the late 1990s, Steve Babinsky was picked to restore it, but it was stored and not shown for another 30 years.

Cadillac introduced the V-12 late in 1930, based upon the V-16 that had been introduced earlier in the year. The V-12 line consisted of bodies by Fisher or Fleetwood, all with luxuriously trimmed interiors. In conjunction with Cadillac engineers, both the 12 and 16 engines were styled by Harley Earl's Art & Colour Department, giving them a particularly attractive underhood presentation. The V-12s differed only in details of trim and, of course, engine size and complication from the V-16 line, which cost nearly twice as much. With V-8, V-12 and V-16 models and a profusion of coachwork offerings, Cadillac offered a luxury automobile to suit any style, purpose, and whim. The V-12's appeal was manifest in its sales success. A total of 5,733 were built in 1930 even as the aftermath of the Wall Street Crash and the onset of the Great Depression loomed on the horizon.





1932 Ford Model 18 V-8 Deluxe
Edward Warnock, Garden Valley, California

Edward has owned his rare Ford phaeton for 45 years, finding it completely disassembled in Atlanta and bringing it home in a box truck. With so many of these cars being “lost” to the hot-rodder’s torch, it is thought that fewer than 20 exist in restored condition. Edward did much of his own mechanical/chassis restoration, but relied on professional sources for the rest. The interior materials, which consists of both artificial and natural leather, were reproduced 30-40 years ago by the original factory and machines that produced the materials for Ford.

The V-8 was marketed as the Model 18 in its initial year, but quickly became known as the Ford V-8. Although Ford did not invent the V-8 engine, what they did was make it affordable and thus appealing, becoming the first low-priced mass-produced car to have a V-8 engine. It was an important milestone in the American automotive industry, but it didn’t come without some bumps in the road: Early Ford V-8 engines were fraught with problems. Cracked blocks, piston failure, excessive oil consumption, fuel-pump vapor lock in hot weather and freezing in cold weather, and overheating were all too common. Some, although by no means all, of these problems were rectified in the first year or two of production. Almost 300,000 Fords were built in 1932, but just 923 of the Deluxe phaeton.



1932 DeSoto SC Deluxe
Calvin G. High, Willow Street, Pennsylvania

DeSoto’s place in the Chrysler model lineup was clear when it was conceived in 1929, fitting snugly into the price gap between Plymouth and Chrysler, and was immediately successful, selling an unprecedented 81,000 cars in its first calendar year. It was immediately overshadowed by Chrysler’s acquisition of Dodge from the New York investment bank owners. Re-positioned into a new niche below the well-established and highly regarded Dodge, DeSoto struggled to find its place, although it survived until 1960.

DeSoto’s searching for a recognizable image led to the beautiful 1932 models. Its slightly raked rounded radiator grille shell echoed the then-dominant Miller race cars with style. Standard equipment included twin cowl ventilators, Delco-Remy ignition, hydraulic brakes, “Floating Power,” free wheeling, and a single rear spare. The Custom package added chrome bumpers and headlights, six wire wheels with side-mounted spares, dual windshield wipers, dual trumpet horns, dual taillights, safety glass, adjustable seat, a cigar lighter, and fenders painted to match the body color. The 218 cubic inch six-cylinder engine delivered 75 horsepower. A total of 894 roadsters were built in 1932, which included both the Standard and Custom models.





1953 Nash Ambassador
Nicola Bulgari, Allentown, Pennsylvania

Nicola Bulgari purchased this Ambassador Country Club from the second owner, who purchased it from the grandson of the original Colorado buyer. It was restored by Keith Flickinger at Precision Motor Cars.

While overhead-valve V-8 engines were appearing on the drawing boards of most U.S. car manufacturers, Nash engines, while dependable, were rooted in the 1930s with nothing new in development. Nash introduced their restyled Golden Airflyte line to celebrate the company's 50th anniversary in 1952. The design of the Ambassador is credited to Carrozzeria Pinin Farina, but was a combination of the Italian coachbuilder and Nash head stylist Edmund Anderson.

With a dual-carbureted 252cid six-cylinder engine that Donald Healey developed for the Nash-Healey racing car (finishing 4th overall at Le Mans in 1951, and 3rd overall in 1952), for 1953, Nash President George Mason saw the opportunity for a power and performance image upgrade with very little internal tooling costs. As an optional powerplant to the standard Super Jetfire 120-horsepower six-cylinder, the Ambassador (and the Nash-Healey sports car) could have been ordered with the 140-horse "Le Mans Dual-Jetfire Engine," featuring a high-compression cylinder head and a performance camshaft in addition to the twin side-draft carburetors.



1953 Nash-Healey
Paul & Roni Supan, Steelton, Pennsylvania

In a chance meeting aboard the *Queen Elizabeth* in 1949, Donald Healey met Nash President George Mason. Healey was on his way to see if he could secure more V-8 engines from General Motors for the Healey Silverstone. Mason offered engines if Healey was unsuccessful with GM, knowing that having a Nash sports car would be a nice addition to the Nash line-up. It was through this meeting that the Nash-Healey was born, and a longterm friendship was established. This chance meeting would turn out to be profitable for both men. The Pinin Farina-designed Nash-Healey was equipped with the 252cid/140hp inline six-cylinder engine.

When Paul was 10 years old in 1958, his father found this Nash-Healey as a rough used car. From that point on, it was the only car Paul wanted, and became his daily driver for four years in the late 1960s. It was then parked for almost 35 years, until a complete restoration began in 2004, with each piece being restored as it was removed, then boxed. Four years of full-time work followed, and as each completed sub-assembly was boxed, the realization set in that it could actually become a show car. After all of the mechanicals were rebuilt and the chassis was repainted, Paul and Roni reupholstered the leather interior and replaced the carpets themselves. In the end, only three items were not done by the pair: paint, the bench seat, and the convertible top.





1954 Cadillac Eldorado
Armeda & Dennis Manieri, Ft. Lauderdale, Florida

Harry Craycroft took factory delivery of this car in Detroit, paying an extra \$55 for this choice. He and his son proceeded to circumnavigate the U.S. on their 3,000-mile trip back home to San Francisco, first heading to the East Coast, then west along the lower states until they reached California. The car was put into storage in 1968, where it remained for 50 years before the Manieris purchased it in 2018. It was sent to Steve Cooley for a complete mechanical rebuild, after which it was driven in its “barn-find” condition. After two years, Dennis removed all the trim in preparation for a complete frame-on restoration, where he also performed its immaculate detailing in the engine compartment, trunk, door jambs, and chassis. Despite its award-winning restoration, the Manieri’s plan to continue driving and enjoying the car for many years to come.

General Motors debuted several different concept cars during the GM Autorama car shows that toured the country. Out of the dream cars came the Cadillac Eldorado convertible in 1953, priced at an astronomical \$7,750. With its exclusive price came exclusivity in the number of people who purchased them, as only 532 left the factory. In just its second year as Cadillac’s top-of-the-line vehicle, the 1954 Eldorado represented the epitome of car ownership in the U.S., again sold only as a convertible. With a huge base-price reduction (\$5,738), production nearly quadrupled to 2,150.



1956 Chevrolet 3100
Steven & Theresa Maveal, Alpena, Michigan

The Maveals’ 1956 Chevrolet stepside is painted “723” Forest Green, with the standard interior color of light/dark grey. Its 235cid Thriftmaster inline 6-cylinder engine produced 140 horsepower, and is coupled with a 4-speed manual transmission. Sold as a base model costing \$1,619, it came with a single tail lamp, no rear bumper and no turn signals. NOS accessories installed during restoration included a turn signal kit, behind-the-seat tool tray, an in-dash emergency brake warning light, chrome door handle guards, windshield washer kit, AC oil filter kit, fuse junction block, glove box lamp, underhood lamp, and front bumper guards. The Maveals purchased the truck in 2001 from the 3rd owners in Hillsboro, Oregon, who had the truck since 1977. Their idea was to turn it into a driver, but later decided to take it apart for restoration, using a GM assembly manual, salesman’s data book, and a local body man. The restoration was completed in 2011.

In 1955, General Motors made considerable engineering design changes to their car and truck line-up. Their new trucks, called the “Task Force 2nd Series,” began mid-year, and were more comfortable and roomier than the previous models. Offered were stylish features such as a wrap-around windshield, hooded headlights, egg-crate grille, concealed running boards, flow-through ventilation, tubeless tires and a 12-volt electrical system.





1957 Cadillac Model 62
James & Lynn Verraster, Naples, Florida

James searched all over the U.S. for 10 years to locate a turquoise 1957 Cadillac convertible. It wasn't an easy task, as after more than 30 years of judging and looking at Cadillacs, he had only seen two others in that color. The color was important to James in his search as he wanted one exactly like his family owned when he was five years old in 1959. His dad only had it for a year, when his mother requested a four-door sedan when James' brother arrived on the scene later that year. James bought this car from its original owner in 2007. He commissioned Steve Cooley to do its full body-off restoration.

Cadillac's dramatically restyled cars for 1957 debuted at the New York Automobile Show, the first held since 1940. All of Cadillac's models were built on an X-type chassis frame, which resulted in a significantly lower vehicle height—as much as three inches on some models. Of the 11 models offered in 1957, seven were part of the Series 62; Cadillac's most popular. The forward-sloping rear fins lasted just one year. A totally new front-end design featured a massive gullwing front bumper with black rubber protective tips that flanked a low, finely textured grille. This was the final year for single headlights on production Cadillacs. GM's luxury division sold a record 9,000 Series 62 convertibles for the model year.



1958 Dodge Regal Lancer
Randy & Sally Guyer, Minnetonka, Minnesota

This California car was originally restored 30 years ago. It was subsequently re-restored in 2014, still retaining all of its original drivetrain, body parts, and trim. For 1958, the Dodge line-up of cars was topped by a spring-time addition, the Regal Lancer. It was available until year's end and only as a 2-door hardtop with special colors, exterior trim, and interior. Four color combinations were available from three colors: bronze/white accents, bronze/black accents, black/bronze accents, or white/bronze accents. All featured "Regal Lancer" nameplates on the fenders and heavy eyebrow trim. The sporty exhaust tips and extra chrome side strips running the length of the car, along with the special taillight crowns and "toothy" grille, combine to make the Regal Lancer a stand-out.

Inside, Regal Lancers got the same interior colors and patterns no matter the exterior color combination, plus unique trim and door panels featuring molded armrests. The luxurious bench seats of cloth and vinyl were designed to look like bucket seats, the carpet featured gold flecks, the headliner had color-coordinated bows, and the bronze instrument panel featured textured aluminum inserts. Also included as standard was an AM radio with dual slant-back antennas, and a clock. The standard engine was the 350cid/295hp Super Red Ram V-8 with 4-bbl carburetor mated to a 3-speed pushbutton TorqueFlite transmission. Optional V-8s were the 361cid D-500 and the dual-quad Super D-500. In addition, power steering, power brakes, and torsion-bar suspension were standard. Only 1,163 were produced.





1958 Chevrolet Bel Air Impala
Pat & Bill Lytle, Orrville, Ohio

Before Bill proposed marriage to Pat, he worked at Davault Chevrolet and bought a brand-new 1958 Impala hardtop, which he used to visit and date Pat while she was in college. On one of his trips back from the college, the car was totaled. On January 21, 1958, his replacement Cay Coral Impala arrived at the dealership and Bill backed the car off the car-hauler and drove it home. Without consulting his fiancée, Bill sold the car two weeks before their October wedding. That did not sit well with Pat ... *at all*. Bill explained that they needed to have a home, and the sale of the car would supply the down payment. Bill and Pat have owned this Cay Coral Impala for seven years, on which Bill did most of the restoration work as a gift to Pat in replacing the car he wisely sold 65 years earlier. All's well that ends well, and they still live in the same home. The car is equipped with the desirable tri-power carburetion, air-conditioning, automatic transmission, and power windows, seats, brakes, and steering.

The 1958 Chevrolet line was completely redesigned, offering a longer, lower and wider look, with new quad headlights that were introduced for the model year in all new GM products. The Bel Air Impala was designed under the direction of GM styling vice president Harley Earl, completely restyled and built on a new "Safety Girder" frame that featured X-type construction with cross members and a center tube.



1963 Ferrari 250 GTE Series II
Lamot J. du Pont, McLean, Virginia

The 250 GT (*granturismo*) 2+2 was the first four-seater high-production Ferrari to be produced and the first to have a back seat large enough for an adult. It was introduced to the public, not at one of the major salons, but rather as the "course car" for the 24 Hours of Le Mans in 1960. Fitted with the Tipo 250 single overhead camshaft 3-liter V-12, topped with three Weber 40 DCL 6 carburetors, the 4-seater had a top speed of 150mph. A total of 955 were built from 1960 to 1963, with just 348 of those being the Series II. This model featured a four-speed gearbox plus overdrive.

The Pininfarina bodywork combined the results of the latest studies on aerodynamics with extremely elegant lines. The body had an airy cabin section with slim screen pillars, which provided a light and quite roomy leather trimmed interior for the occupants. Rear seats were also trimmed in leather and had a central arm rest and even an ashtray. The last 50 cars built (the final car left the factory at the end of 1963) were fitted with the 4-liter V-12 engine from the 330 America. There were rarely any external identifying features, apart from occasional "330" or "330 America" tail badges fitted to some cars. The 2+2 concept proved to be extremely popular, accounting for about two thirds of the total Ferrari 250 GT road car production of the period.





1967 Chevrolet Camaro RS/SS
Gerry & Mitzi Bailey, Prosperity, Pennsylvania

Gerry and Mitzi did all their own restoration work on this RS/SS Camaro in their back garage, completing it in 2016. It took the duo just eight months, using the factory assembly manual. Mitzi has nicknamed the Camaro “The Midnight Special,” as they spent every night working on the car during its entire restoration. Paint and stripes were taken care of by Plisko Auto Body and Casey Kennel respectively. Features on the car include the L48 350cid/295hp V-8 (exclusive to the Camaro SS that year), Borg Warner T16 3-speed gearbox with floor-mounted shifter (of which just 681 were so ordered), Rally Sport package, including blacked-out grille with hidden headlights, rally wheels with Super Sport redline tires, revised parking and taillights, and upgraded interior trim.

The bumblebee nose stripe was part of the SS package at the start of 1967 production, but became a separate option in March 1968. The hidden headlight doors of the RS option were initially electrically operated, but for 1968-69 they were vacuum operated. Only three percent of all 1967 Camaros were painted black. Performance reports of the time indicated the SS350 was capable of running the quarter mile in 15.4 seconds at 90mph.



1970 Chevrolet SS396
Harry & Tammy Park, Virginia Beach, Virginia

When Harry was 16 years old in the early 1980s, his neighbor, Paul, owned this SS396 that he bought new, and entrusted Harry to drive the car to high school. Harry was so impressed by the car’s performance and styling that he told Paul he would like to buy it if he ever wanted to sell. During a 20-plus-year career in the U.S. Navy, Harry kept in touch with Paul and reminded him of his continued interest in the car. In 2011, when Harry called Paul to wish him happy birthday, Paul finally revealed that he was ready to sell the Chevelle. Not even knowing its condition since he hadn’t seen the car since 1987, Harry immediately said he would buy it. It hadn’t been registered since 1991.

In 2012, Harry began the long process of putting it back to its original state. By 2019 the restoration was completed and Harry began showing it at AACA Nationals. Unfortunately, Paul never got to see his car completed, as he passed away in June 2018. Features on the car include the 396cid/350hp V-8, ZL2 cowl-induction hood, Z25 SS package, 4-speed gearbox, console, bucket seats, rally wheels, radio with rear speaker, and rear defroster.





2024

March 17-23, 2024

Founders Tour (1932-1999)

Louisiana • Louisiana Region
337-581-7776

March 21-24, 2024

Special Winter Nationals

Guaynabo, Puerto Rico • Puerto Rico Region
787-635-8976

April 4-6, 2024

Dual Nationals: Southeastern Spring & Annual Grand Nationals

Charlotte, N.C. • Hornets Nest Region
704-847-4215

June 9-13, 2024

Eastern Divisional Tour (Up to 1999)

Virginia • Buzzard's Breath Touring Region
407-261-9318

June 20-22, 2024

Eastern Spring Nationals

Saratoga Springs, N.Y. • Saratoga Region
518-863-4987

July 10-13, 2024

Western Divisional Tour (Up to 1999)

Big Horn Mt., Wyoming • Nebraska Region
402-475-5563

August 22-24, 2024

Special Fall Nationals

Hampton, Virginia • Historic Virginia Peninsula Region
757-871-6701

September 12-14, 2024

Western Fall Nationals

Loveland, Colorado * Poudre Valley Region
970-686-9291

September 22-27, 2024

Revival AAA Glidden Tour[®] (Up to 1942)

Fairfield, Pennsylvania * Sugarloaf Mountain Region
240-344-2922

October 8-11, 2024

Eastern Fall Nationals

Hershey, Pennsylvania • Hershey Region
717-566-7720

October 23-26

Southeastern Fall Nationals

Huntsville, Alabama • North Alabama Region
256-653-4036

2025

February 6-8, 2025

Annual Convention (1932-1999)

Charlotte, N.C. • National Headquarters hosted
717-534-1910

April 3-5, 2025

Southeastern Spring Nationals

Charlotte, N.C. • Hornets Nest Region
704-847-4215

May 1-3, 2025

Dual Nationals: Western Spring & Special Annual Grand Nationals

Tucson, Arizona • Tucson Region
704-847-4215

June 1-7, 2025

Vintage Tour (Up to 1931)

Pennsylvania • Buzzard's Breath Touring Region
407-261-9318

June 2025

Annual Grand Nationals

Dayton, Ohio • National Headquarters hosted
717-534-1910

September 18-20, 2025

Southeastern Fall Nationals

Corydon, Indiana • Kyana Region
615-430-8027

September 7-12, 2025

Revival AAA Glidden Tour[®] (Up to 1942)

Owensboro, Kentucky • VMCCA hosted
423-385-4414

October 7-10, 2025

Eastern Fall Nationals

Hershey, Pennsylvania • Hershey Region
717-566-7720

October 22-25, 2025

Central Fall Nationals

Galveston, Texas • Gulf Coast Region
832-693-4008

AACA WELCOMES YOU!

Visit the Cal & Janet High AACA National Headquarters
and the Chris & Kathleen Koch AACA Library & Research Center

Car Display • Art Gallery • Gift Store • World's Largest Automotive Public Library

ANTIQUE AUTOMOBILE CLUB OF AMERICA
800 WEST HERSHEY PARK DRIVE • HERSHEY, PENNSYLVANIA



717-534-1910 • AACA.org • Join for just \$45/year
Hours of Operation: 8am - 4pm M-F