

WAYNE-PIKE UPDATE

Volume 31

May/June 2016

Issue 3

MY "BOY'S NIGHT OUT" CAR

-By Hank Antonioli

Back in the beginning of November of 2013 a friend of mine and car aficionado Charlie Shaffer told me about an auction coming up that had a 1970's vintage Cadillac.

I had spoken about finding a car like this to my "Wednesday boy's night out group" at the Red School House. So when Charlie told me about this car, he sent me the link to the auction site which turned out to be Kinzinger's Auction House on Route 191 between Honesdale and Lake Ariel. The car along with other personal effects from an estate was on this link and at the auction house.

Upon looking at the car it was in real nice condition, just in need of a good detailing. The previous owner was a retired Greek Orthodox Priest who had passed away (Con't on Page 3)



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Newsletter Awards:
Award of Excellence
2006-8, 2010, 2013-15
Master Editor
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PRESIDENT'S MESSAGE

-By Art Flynn

With this newsletter, I hope to be able to welcome you to a nice spring. Hopefully the late snows and frost are now behind us and we can get the cars out and start enjoying them again.

I have been working on my cars now that the pressure is on to get them ready for the summer. I have ordered new brakes for the '37 Plymouth because it is not stopping like it should and we are planning on going to the Grand National in Williamsport the first part of June.

This past month has had us on the road many days. A friend of ours in Boyertown, PA is battling ALS or Lyme disease (they cannot give her a definite diagnosis) and we visited her and her husband one day. She is the daughter of the music teacher Sandy and I had in high school and the man who taught me to play guitar.

We also traveled to Glens Falls, NY for the funeral of the aunt of a close friend. We had a "funny" mishap on entering the cemetery. The ground seemed firm and dry, but when I crossed over a section of paved road to make a better swing around some tomb stones, my left front wheel broke through the sod with a loud thump and we were stuck. I used the OnStar in my car to call for help from AAA. The girls from OnStar and AAA both had a good laugh over the situation when I explained I needed a tow truck in the cemetery. The wrecker truck

driver waited outside the cemetery until the service was over and then came and assisted us. We were lucky to have no damage to the car.



The incident reminded me of a while back when our grandson (6) was visiting and I was backing my diesel pick-up truck out of the garage. Of course, the engines are noisy and when I got out of the truck he was looking around and saying, "Where's the bus, where's the bus?" He was referring to the noise as the same that his school bus made.

Last but not least, our bears are back! We managed to get a picture of one running off with our suet feeder in his/her mouth with three others running away. Last week, we were just getting up when Sandy noticed one in the tree in the back yard. About the same time we heard a noise on the deck. I guess the one in the tree was the lookout, as another one went running up the back lawn with another suet feeder in its mouth. We could see a couple others in the weeds!

See you at the meeting.

PRAYER LIST

If you know of members who should be included in our Prayer List, please let the Sunshine Chairman, Pat Kopp (570-253-0545)



(Con't from Page 1) the year before at age 91. In his final years, the priest had befriended his neighbor who became his caretaker. Upon his death, the priest left his entire estate to the neighbor.

The Caretaker, who was at the auction, told me that Priest purchased the car new and had been garaged kept and used sparingly with only 55,000 miles on the odometer. Needless to say I was the highest bidder that day and was happy I got the car.

When I went to drive it home there was about 2 gallon of gas in it and the car had a locking gas cap with no key. It took about two hours of surgery to take the cap off so I could put in some gas to drive it home to Bethany.

The car had what I thought was water spots on the hood and trunk, but unfortunately it was damage from acid rain penetrating the paint. My friend Dan Biondo did a beautiful job finishing the hood and trunk and the car is now nearly 100%.

Last winter I completely overhauled the brake system with all new brakes, rotors and drums. I had 4 new shock absorbers installed plus a new rug kit my daughter got me for Christmas. Recently I purchased all new 18 inch wheels and tires to replace the originals. A slight modification that I thought I would never do, but I do like the end result.

The car runs like it was brand new. One antidote to this story....every time I went to drive the car the 4-way flashers would come on. Sometime they would go off and sometimes they wouldn't. After a few weeks and two dead batteries, I found the remote control for the 4-way flashers that had malfunctioned and I removed it. No more dead batteries. The car also had three "clergy" windshield placards on it that I had to remove.

In 1976 Cadillac had the largest displacement engine which was 500 cubic inch or 8.2 liter V-8 and had a length of 19 feet 3 inch. Cadillac broke its all-time sales and production record this year with 309,139 Cadillacs built with 114,482 being the Coup de Ville at a price of \$9,067. 1976 would be the final year for the traditional, full dash sized luxury Cadillac, as all rear drive models would be smaller in 1977.

“STEP BACK IN TIME”

-By Art Flynn

One session I attended was “Step Back in Time” by Linda Pellerin. She had the opportunity to go to Cuba with a Dental Delegation. She gave a very good description and picture presentation on what Cuba looks like today and how the people live there.

Linda explained that to tour the country for the time being, you must be with a tour group, as the visitor regulations do not allow individuals to tour. Other countries in the world do not have the restrictions that Americans do, at this time.

When visiting Cuba, do not expect to experience day-to-day services that we take for granted. Traveler's check and credit cards are useless on the island. There are no ATM's. Currency exchanges, though, are available at hotels and certain other places at the rate of \$100.00 for 87 CVC's, a tourist-centered currency. “You have to use cash, and you want to spend it gradually,” per Linda. Most Cubans earn about \$22.00 a month (in US equivalency) with doctors and dentist salaries being \$35.00 (US) average. There is a salary increase of about \$55.00 a month coming soon

Cell phones, like the credit cards are useless. Wi-Fi is available in Havana—but it is at dial-up speed.

With purchases of craft items and affordable meals, you can stretch your money. Americans are allowed to bring home \$400.00 worth of goods, including \$100 worth of cigars or alcohol all duty-free.

Linda showed the group pictures of hospital equipment which was outdated, but seemed to be in good working condition. She even showed us a picture of a clothesline full of surgical gloves that washed and used again and again. Children do get dental and fluoride treatments regularly, but in pictures of the adults, you don't see many with all of their teeth.

Another group of pictures showed beautiful lions that the government has been working hard to restore their population in Cuba for the past 29 years... They are fed horse heads, but Linda did not say where the rest of the horse meat went, but suggested not ordering a big juicy hamburger.



The cars in Cuba are very deceiving. What you see on the outside is not necessarily what is under the hood. After not being able to get original parts for several decades, they used whatever they could to keep the car running. Most no longer have original engines or transmission. Many have been converted to diesel engines, because that fuel is much cheaper there. A lot of the two door hard top cars have had the rood cut of and are now convertibles.



It was mentioned that the government owns many of the old cars and they are used for taxis. The driver gets a portion of the fees collected, but the biggest share of the fee goes to the government.

Linda then told of traveling down to Trinidad and said it was a beautiful area. She and her husband found a cigar store (black market store) in a private home and her husband was able to buy some cigars. The owner of the store offered them a tip on how to restore the cigars if they dried out. He suggested putting some rum in your mouth and

spitting it on the cigars and then close up the box and the cigars would be almost as good as new.

Another area that Linda and her group came across was a small fair with amusement rides and games. The rides were handcrafted from wood and looked like cars or animals.

One day the group saw some people dancing in the street and they were invited to join in the dancing. After the dance was finished, a woman asked Linda where she was from and Linda proudly said, "The United States". The woman was very pleased to meet an American because she had only met Australians or Canadians.

The final stop on the tour was a small school and the children put on a play and danced for them. The teacher explained that the children were very poor and could not afford nice costumes. Costumes were made from anything that was available—garbage bags, shower curtains and salvageable clothing—but it was effective and made for a good story.

One item that Linda wanted to buy from the people in town was honey, but found out that all the honey produced is sold to the government and they control the sale of it.

Other things shown in Linda's pictures included people foraging along the roads for grass to feed their animals. They are not allowed to take grass from the fields as they are controlled by the government. Also they dried rice by spreading it on the road and raking it to make sure it was fully dried before it is harvested.

Linda also noted that they have an antique car club in Cuba. The club is very active and were very friendly with the visiting Americans.

I think it would be a nice place to visit, but I will wait until there aren't as many restrictions on travel there.

VINTAGE WOODWORK MEETS MODERN TECHNOLOGY

I (Sandy) attended a session by Jeff Yeagle on his work with using a CNC Router to make reproductions of the woodwork used on vehicles classified as "Woodies". I found the session very interesting, even though I understood very little of it. I hope I am able to write this story with some accuracy.

Jeff works with sixth graders at school near Phoenixville, PA, doing 3D modeling during the day and at night is trying to turn a hobby by night

into a business at home (East Coast Woodies). He has always liked the wooden sided cars and started in 1998 with a three pieces of wood that he got for free at Hershey.

From these three pieces he tried various ways to duplicate the pieces. He tried making individual patterns, but that is creating jigs and fixtures for each part-one part at a time and one side at a time. A duplicating router also worked and made a 100% identical copy of the part, but was also very time consuming. This only made one side of the piece needed and then a router for the opposite side had to be created.

Jeff found that a CNC router would also make a 100% copy of the part and you only need one side to make the pattern. It too involves a lot of labor in the beginning to make the pattern. The computer will figure out how to make the other side without any assistance from the operator. Jeff is able to set up the router and it does all the work by itself. He noted the benefits from this include 3d models can be e-mailed, the process is repeatable and easily communicated and is "hands off".

Jeff uses builders foam to make the models for his CNC router because it does not cause any wear on the cutters and then he used scrap material to practice on.

He also gave us some advantages and disadvantages of a couple other types of machines to make the wood parts. The Digitizing probe is cheap to operate and very accurate, but is very slow and only makes one side at a time. The 3D scanner is very accurate but very costly.

Jeff noted that Ford used maple and General Motors used ash for the wood on the sides of their cars. Currently the Emerald Ash Bore is a bug that is eating the ash trees now and it is very difficult to stop as even burning the wood does not kill the bug. Hopefully there is something found to stop the spread of the bore before it affects all the ash trees.

VICE-PRESIDENT'S MESSAGE

-By Hank Antonioli

Hello to All,

I am in Florida as I write this and really enjoying the incredibly warm daytime weather and cool evenings. All the snowbirds are gone and the congested roadways and restaurants are

back to a relative normal. No rain in the forecast for the next week, though the area could use it after a fairly dry March and April. Pat has a great neighbor who enjoys old cars and I have found an outlet for recycling my old magazines. After I read them I pack them up for Bill and he reads them and passes them along to local libraries and doctor offices that he visits.

The sign committee members were up at my barn painting and re-stenciling the signs and according to all reports they look great. I want to thank Dick Covey, Ernie Iannaccone, Paul Schiavo and Al Koberlein for handling this time-consuming task. These signs should last us another 10 years or so.

Pat is pleased to report that the task of lawn mowing has officially started for the 2016 season. She was on the mower right before we left for vacation and it will sure be needed when we return.

I will be getting my '48 Lincoln ready for the spring car shows when I return. Our first show is May 20th in Vineland, New Jersey at the AACA Spring Meet. Pat and I will be joined by Dick Covey and Al Koberlein for this show. As always, a good time will be had by all. We then plan on attending the Grand National Show in Williamsport, PA

I hope this year all the club members can make an effort to sell all the raffle tickets for this year's show. I personally plan to sell 100 of them. If we sell all 1,000 tickets we stand to profit \$1,000 of much needed funds for the club.

COLLECTOR CAR TRANSPORTATION

Mark Lizewskie, Executive Director of the AACA Museum for three years and with the Jack Rich Collection for twelve years, gave a very informative session on the methods, precautions and secrets for collector car transportation. Mark said the number one this about hauling a car for someone else is that it is scary and that you want to do no harm. Whether you haul your own car or hire a transporter, the "baby" in the trailer is in for a bumpy ride.

If you are hiring someone to transport our vehicle, make sure they are aware of the points on your car that should not be ratcheted. Some of the drivers are only drivers and have not idea about some of the areas of the car that could be damaged if ratcheted at that point. Be aware of cheap carries, as you get what you pay for. He cited on

incident where the driver was using the customer's car to go look for a restaurant. Also if hauling on an open trailer, be careful as people try to steal parts off the cars or open doors and don't get them properly shut again.

Mark emphasized about making a list of items needed to check and take, especially for the first show of the year. This included checking the gas in the tow vehicle and collector car, lights, and tire pressure (including spares). Make sure you have a 4-way lug wrench that fits the truck and the trailer, good jack to lift the trailer, road reflectors, wheel chocks for outside and inside tires, fire extinguisher, axle strap/loop, detail kit, tool kit, a roll of painter's plastic with spring clips (in case of rain) and Styrofoam noodles to put around trailer tail gate wires and on side of wheel wells. It works good to duct tape them to the side of the wheel wells. Don't duct tape the one on the wires as you will not be able to raise the tail gate. Other items on the check list should include coveralls-at least 2 sizes bigger so they are easier to get on, an extra set of trailer keys in the truck, a collapsible water jug and most of all, a flashlight. A good idea is to check and probably change the winch battery, especially if it is a couple years old.

When loading a car, there should be no distractions and only one person giving directions. If distracted during the loading and anchoring process, something important may get overlooked.

Anchors in the floor should be attached to a cross member of the trailer. The most common type is a floor pot with a loop. E-tracks are also very popular and are much more versatile. They can be mounted either horizontal or vertical and will bend to conform to the trailer deck and should be mounted where needed or in the tire tread area.

When using straps, they should have a higher rating than the weight of the car and should not have frays, tears or rusted ratchets. Cover the axle with terry cloth to prevent wear. The location of the straps is different for every car, but is in an unsprung location such as the tire lower control arm or axle. Brass era cars should have the straps on the bouncy part, but not tight. Straps should be immobile and not move with the body and frame.

Tire straps are used especially with low slung cars where it is almost impossible to reach the suspension. Be sure to use a system where the ratchet cannot be close to bodywork. Make sure

the tire being ratcheted holds air and that the strap is in the center of the tire. The ratchet should not be on the rim of the tire when tightened. There are extra e-track adaptors that allow you to keep the strap straight down and close to the tire.

There is more to this session that I will share with you in the next newsletter.

FOR THE LADIES #2

-By Sandy Flynn

The second "For the Ladies" session presented at the National AACA meeting in February was 'Vintage Lingerie and Sleepwear' by Ann Reeves. Mrs. Reeves has presented at previous meetings, but announced that this one would be her last. Other sessions I have attended and reported on were Vintage Accessories: Scarves and Jewelry, Vintage Fans, Vintage accessories: Combs, Buckles, Hat Pins and Jewelry. Ann began collecting vintage clothing back in the 1970's. Her husband was into old cars and she really wasn't at the time, so she started collecting old clothing, accessories and jewelry. She is now selling her collections to those who also have an interest in them.

This year's program was about the lingerie and sleep ware of the early 1900's. She began by describing how the shape of women's dresses has changed over the years. In 1890 (Victorian era) dresses were rather bell shaped-fitted at the top and flared out at the bottom. By 1900 the Edwardian era took over and because King Edward did not like to see women's breasts "sticking out", clothing took a more reverse "S" shape with a flat chest and bustles making the backside stick out. The inverted triangle shape was the fashion in the 1920's with padded, puffy shoulders and sleeves and a narrow skirt. Who can forget the 1920's with the straight dress from top to bottom?

By 1930 the hour-glass shape was very popular with wide shoulders and skirts with virtually no waist. The "wine glass" shape is what the dresses of the 1940's is described as-again the padded shoulders and narrow waist, but with a straight skirt.

Ann had several examples of sleeping attire from the early 1900's. The sleeping gown and matching robes were lavishly decorated by hand at the neckline, sleeves and front. The ladies probably spent many hours stitching the adornments

on the mostly cotton garments. By the 1940's lounging robes were long, lacy or silky and some even had matching high heeled slippers. She also displayed a couple of very pretty bed jackets that were popular in the 40's and 50's.



The lingerie was even more interesting. Since elastic was not available until the 1920's, underclothes were held in place by button, snaps or drawstrings. Some of them had lace on the bottom (handmade prior to the early 1900's) and probably peeked out from under the hem of the skirt. The "underwear" that Ann showed from that time was very loose and often slit in the crotch or on the side. She showed us a "teddie" (the pink article hanging behind Ann) that had a button crotch and long narrow straps that were shortened to the desired length by tying a knot in them.



Ann shared some examples of corsets that hooked in the front and then had strings in the back that someone else had to tie up for you. The bra's from the early 20's were made of extremely thin material and did not look like they gave very

much support-especially of the well-endowed woman.

Ann also had a couple of slips and also a crinoline slip that she showed to make the skirts of ladies in the 50's stand out.

SEMA PRESIDENT RESPONDS TO EPA DECISION

In an article from a recent SEMA e-mail there was a notice that SEMA President and CEO Chris Kersting released a reaction to the U.S. Environmental Protection Agency (EPA) announcement that it would withdraw its proposed regulation on modifying racecars.

The statement read: "We want to thank Congress for pushing EPA to withdraw an ill-conceived proposal. However, confusion reigns: the agency continues to assert new-found authority under the Clean Air Act to regulate modification of vehicles for use in competition. This means that those converting and racing competition vehicles, and the parts and services industries that support them, do so under new EPA policy that considers the activity illegal. Only clarifying legislation, such as that offered under the RPM Act, will confirm such activity is legal and beyond the reach of future EPA regulations. The racing industry and public need a long-term solution to eliminate any uncertainty regarding how the Clean Air Act is interpreted."

The article goes on to say that all should tell Congress to stop the EPA from outlawing our racecars by contacting your local legislative person and letting them know your feelings regarding this matter.

AACA MUSEUM OFFERINGS

The AACA Museum is open and free to AACA members. Currently there are several special exhibits there and they will close the end of October 2016.

- Pinstriping and Automotive Art by Hotrod Jen (only there until May 31, 2016)
- Mods vs Rockers March 19-October 29
- Early Off-Roaders May 21-October 15

Hotrod Jen enjoys all forms for art from photography to pinstriping to drawing and glass mosaics. She brings a diversity of art mediums

for view at the AACA museum and all her work that is on display is for sale.

Mods vs Rockers exhibit is the history and examination of the Mods and Rockers era in the UK, late 1950's to early 1960's. It features 12 period motorcycles and 12 period scooters along with material culture, photographs and interpretive posters.

The Early Off-Roaders will feature 50 years of the Ford Bronco and 75 years of the jeep.

If you have never taken time to visit the AACA Museum in Hershey, it is certainly worth the trip and it is FREE to all current AACA members.

VISIT TO SNAP-ON TOOLS

-By Art Flynn

Just before Easter, my son, Stephen, and I took a quick trip to Douglas, GA to pick up a trailer for his boss, a Snap-On franchiser in Ellenville, NY. To quote from the movie, "Smokey and the Bandit", we had a long way to go and short time to get there. We were on the road by 5am Wednesday morning and except for a couple of pit stops and food, we drove straight through to the Snap-On Tool Factory in Elizabethton, Tenn. Since Stephen works for Snap-on, he had been trying to get in touch with someone at the factory to see if we could get a tour of the plant. He did not get a response back before we got there, so we took a chance and stopped in about 3:30pm. The people we initially met said the tours were over for the day and that we should come back in the morning. We explained that we had to be in Georgia in the morning and could not come back. The woman then said she would look around and see what she could do for us. After a short wait, the shop foreman in charge of production came out and said he would be glad to show us around. We had the most wonderful "cooks tour" that you could imagine.

We were taken through the whole plant and saw first-hand how many of the tools were made. We were able to talk to people on the production line and were treated very well. When they found out that Stephen was a franchisee, they asked him about the performance of certain tools and showed us some new tools they were making that were not for sale yet. This plant runs 24 hours a day 7 days a week, including holidays. Workers are not required to work the holidays, but can if they want to.

The highlight of the visit was when the shop

foreman asked my son about a battery, for an expensive impact wrench, that he was told was discontinued and no one could help him find a substitute for it. Stephen grabbed his cell phone and started typing in a web site and came up with a battery number and where it was available. The foreman was very impressed with his knowledge and was happy to be able to get the battery he needed.



As we were leaving the plant, we made a comment about the Bristol Motor Speedway and wondering how close we were to it. All of a sudden we looked up on a hill and there it was. It was not located on as big of a road as I would have expected. (Almost like Pocono Raceway at Long Pond, PA)

Continuing on to Georgia, we decided about midnight that we ought to stop for the night. The next morning we were in Douglas at 9am at the Diamond Trailer Factory to pick up the trailer. The trailer is to be used to display the Snap-On tool boxes and other assorted large pieces of equipment they sell. While talking to one of the owners at the plant, I asked how many trailers they sell. He said they usually have about 75 trailers a week leave the lot.

By 10:30 we were back on the road heading north and looking for Interstate 95. We ended up going through Fort Stewart which is something like 65 miles square. When we went through a gated road with barbed wire on top of the fence and signs warning of no cell phone use, we looked at each other and wondered if we knew where we were going. Once we saw the "Tank Xing" signs, we were not so sure. These were seen for the next 30 miles. Stephen took a picture of the sign and forwarded it to his boss who owned the new truck and trailer that we were driving and asked if he

was insured against being run over by a tank!



We stopped in Sanford, NC overnight at my brother Bob's house for a quick visit. We were back on the road by 10 (wanted to get out earlier, but had to say hello to all his family before leaving). We continued on to Ellenville to deliver the truck and trailer and pick up Stephen's vehicle. We finally arrived at his house about 1am on Saturday morning and Sandy told me NOT to come home since it was still over an hour's drive to our house.

I have to say that I can't remember ever spending three full days together with my son, but we did have a great time and a great trip.

EDITOR'S CORNER

By Sandra Flynn

I get the *Speedster* in my email and enjoy reading the articles and this time there was a trivia question that fascinated me.

Q. As World War I loomed, which automotive supplier took it upon itself to further the cause of homeland air defense...in response to the provincial government's lack of commitment to create a formidable Air Force?

A. Among other prizes, Michelin sponsored its own Air Target Competition to help develop and train pilots by testing them to see who could drop the largest number of projectiles in a 66-foot circle.

I love history and I found this very interesting that a tire company would think "outside the box" and come up with something like this.

I keep a copy of each issue of the *Wayne-Pike Update* as part of the club history, but for some reason I am missing two issues—July/August 2011 and May/June 2013. If you have these and do not want them, please forward them to me (or

bring to a meeting) so I can make the book complete. Thank you.

Has anyone gone on a trip or to a show (with or without your antique car)? Please forward me an article, with pictures if possible, for future newsletters. This is YOUR newsletter and some months it is difficult to make a nice newsletter, as I don't have a lot of information to put in it for you. Thank you.

BRIEF MINUTES MEETING MARCH 9

- Recorded by Pat Kopp

The regular meeting of the Wayne-Pike AACA was called to order at 7:25 pm by President Art Flynn.

The minutes of the November 2015 meeting were read. A motion to approve the minutes was made by Lou Filosa and seconded by Joe Verrastro. The motion was approved.

Treasurer's Report: The treasurer's report was presented by Dick Covey. A motion to accept the treasurer's report was made by Lou Filosa and seconded by Joe Verrastro. The motion passed.

Dick reported that Paul Schiavo found on-line a new grill on wheels (propane with 4 burners) for the Club to have and use for the car show instead of renting one. Dick asked for a motion to be made to reimburse to Paul Schiavo for the purchase of the grill. The motion was made by Hank Antonioli to reimburse Paul Schiavo for the purchase of the grill and the motion was seconded by Lou Filosa. Motion passed unanimously.

Pat Kopp asked for club members opinions regarding last year's annual Christmas Party at Woodloch with the new "Christmas Show". Everyone agreed the food was great as usual, however there were mixed reviews about the new shorten holiday show. Art Flynn asked for a show of hands about having the annual Christmas Party again at Woodloch this holiday season. Majority of members voted to attend the show again. Pat Kopp will check with Woodloch this June regarding booking the holiday party and looking at the costs for attending a November or December show. This item will be tabled for a future meeting.

Membership Report: Joan Filosa reports there are 17 paid members

Correspondence: Art Flynn reports on the AACA Museum's new 2016 exhibits. The AACA is hosting a trip to Cuba this fall. The spring trip

was sold out. You can obtain info on their website. The Macungie Show is August 5, 6 & 7th this year.

Car Show Report: Dick Covey reports that he got the paint for the road signs and he redid the stencils. Dick has 5 signs and Hank has about 20 that will need to be painted and stenciled this spring. This will be done up at Hank's barn this spring & volunteers were needed to help. It was agreed that Dick should get another gallon of the yellow paint to be sure we have enough.

Food pricing for this year's show will be discussed at a later date after Paul Schiavo gets the pricing for the meats etc. It was agreed to only have rolls, butter and coffee for breakfast items.

Joe Verrastro asked for assistance with soliciting for the ads and getting payments for those ads for this year's brochure. It was decided to cut the order of the books down to 150 if the cost is not badly too affected. Joe and Dick will check with the printer on the pricing.

New Business: Western Wayne High School has asked our Club to present an award at their show on May 7th. It was unanimously agreed to take one of our old trophies and have a new placard made for the trophy to present from the Wayne-Pike AACA Region Car Club. Some club members will attend the show and select the winning car.

It was agreed that J&C trophies will make the trophies again for this year's show.

Hank Antonioli reminded everyone that Cranker's Cruise-In will be Sunday August 7th. He asked Sandy to put this date on our newsletter calendar. He reminded everyone that we will need volunteers at the show.

Old Business: None

A motion to adjourn the meeting was made by Lou Filosa and seconded by Paul Schiavo. The meeting was adjourned at 8:29 pm.

BRIEF MINUTES MEETING APRIL 13

- Recorded by Pat Kopp

The regular meeting of the Wayne-Pike AACA was called to order at 7:20 pm by President Art Flynn.

The minutes of the March 2016 meeting were read. There was one correction to those minutes made by Ernie Iannaccone regarding the Western Wayne High School car show. Ernie stated that

the high school did not ask the club to present an award, but rather Ernie suggested that it would be a good idea to present an award. Having that correction noted, a motion to approve the minutes was made by Ernie Iannaccone and seconded by Joe Verrastro. The motion was approved.

Treasurer's Report: The treasurer's report was presented by Dick Covey. A motion to accept the treasurer's report was made by Joe Verrastro and seconded by Paul Schiavo. The motion passed.

Membership Report: Dick Covey reports there are 18 paid members

Correspondence: Art Flynn reports on reports that the Catskill Regions 53rd annual spring meet is June 5th in Rock Hill NY. The AACA is looking for exotic cars for their April 23rd "Cool Cars for Cool Cats and Canines". The Club received a letter from the AACA's new Vice President of Regional Development, which Art Flynn read. Art reported that he has the 2016 Annual Report from the AACA available for review.

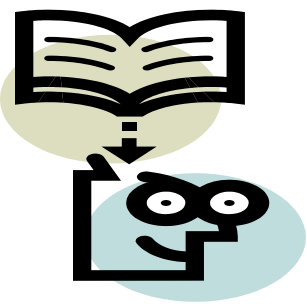
Car Show Report: Hank Antonioli reports that the flyers are out. 9 people have already pre-registered. There were 4 returns for "unable to forward". The signs will be started this coming Monday at Hanks shop if anyone is interested in volunteering with the Signage Committee. Ernie Iannaccone reported on the political road signs (small road signs on metal stakes) and the pricing he was able to secure. It was agreed by all that we would purchase some of these signs. Verbiage and layout for the signs will be discussed at a later date.

Old Business: None

New Business: Art discussed the possibility of getting a committee together to plan car runs to various areas in the Pocono area. He mentioned the Norwich Museum in Norwich, NY which has a revolving display museum and possibly a run to Reading, PA. Nothing firm was decided.

Joe Verrastro asked who was going to volunteer to distribute flyers at the Nay Aug Father's Day car show. He also mentioned the first 2016 car cruise at McDonalds in Hamlin starts on May 13th. The printing of the show books was discussed. It was agreed that we would cut the printing of the books down to 200 for 2016 (instead of 300).

A motion to adjourn the meeting was made by Joe Verrastro and seconded by Paul Schiavo. The meeting was adjourned at 8:03 pm.



COMING \$ EVENTS

2016

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|------------|---|--|
| May 7 | Western Wayne High School Car Show |  |
| May 11 | Monthly Meeting at Elegante's Restaurant | |
| May 19-21 | Eastern Division Spring Meet, Millville, NJ. Application on flier in National AACA magazine | |
| June 2-4 | AACA Grand National Meet, Pennsylvania College of Technology, Williamsport, PA Application on flier in National AACA magazine | |
| June 5 | Catskill Region AACA Antique, Classic, Custom Car Show. New location this year: Nana's House in Rock Hill (former Rhulen/Frontier property off exit 109 on Route 17) | |
| June 8 | Monthly Meeting at Elegante's Restaurant | |
| July 3 | Anthracite Region AACA Annual Car Show, Tri-County Little League Baseball Field, McAdoo, PA (Exit 138 off I-81) | |
| July 10 | Our Car Show, Salem Mason Grounds, Hamlin, PA | |
| July 17-21 | Founders Tour 2016, Huntingdon, PA | |
| Aug 7 | Cranker's Open House | |
| Aug ? | Club Picnic at The Hideout | |
| Sept 11-16 | 2016 Revival AAA Glidden Tour |  <small>1934 Ambassador "500" Coupe Breakdown with Full-width Seats (See Lane Equipment)</small> |
| Sept 14 | Monthly Meeting at Elegante's Restaurant | |
| Oct 12 | Monthly Meeting at Elegante's Restaurant | |
| Nov 9 | Monthly Meeting at Elegante's Restaurant | |
| Dec 10 | Holiday Party—more information to come | |



NEXT MEETING -- MAY 11