

ZENITH AWARD

 2025

AACA'S PINNACLE OF
ACHIEVEMENT FOR
AUTOMOTIVE RESTORATION



9TH ANNUAL ZENITH COMPETITION

JULY 25, 2025 · DAYTON, OHIO



SAVE THE DATE!



**AACA Annual Convention
and National Awards
February 5-7, 2026**

**Westfields Marriott Washington Dulles
14750 Conference Center Dr, Chantilly, VA 20151**

STEVE MOSKOWITZ

Many months of diligent advance planning by AACA's home office and a loyal group of members in the Dayton, Ohio, area will no doubt result in a spectacular presentation of this year's Grand Nationals and Zenith Award competition. Special thanks goes out to West & Laura Peterson and Richard & Helen Harding, who have put in much effort in their home territory of Dayton. Also, thanks to our indefatigable registration chairwoman, Pat Buckley. Finally, a warm appreciation to the staff at The Citizens Motorcar Company (America's Packard Museum) and The Museum of the US Air Force for their cooperation in hosting us.

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 ninth 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. It is also noted that these incredible works of art run the gamut from professionally restored to owner restored!

As an event that celebrates Club members' best restorations, and with only two outstanding vehicles normally 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.

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, which we hope will be at a very spectacular venue. For now, it is too early to confirm. Watch our website and *ANTIQUE AUTOMOBILE* for the soon-to-be-announced



AUTOMOTIVE RESTORATION'S HIGHEST ACCOMPLISHMENT



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

The Antique Automobile Club of America is celebrating its 90th anniversary this year, along with longevity and an esteemed track record of service valued by antique automobile enthusiasts worldwide. Although officially founded in December 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 expansive period of eligible vehicles, and



“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

with an additional year of production becoming eligible 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.





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 ninth 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 18 cars picked from the nine AACA Nationals during the 2024 show season promises to be breathtaking, as they'll be displayed inside of America's Packard Museum, the restored Citizen's Motorcar Company distributorship building built in 1917. 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 10th time in Timbuktu, Mali, during the AACA Grand Nationals, to be held in early to late Junember 2026. 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.



PREVIOUS ZENITH AWARD WINNERS



2017 Winner *1928 AUBURN 8-88*
Richard & Helen Harding, Beaver Creek, 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, Pittsford, 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 Winner *1908 MITCHELL MODEL G*
Charles E. Allen, Rochester Hills, Michigan



2024 Runner-up *1930 DUESENBERG*
A. Ross Myers, Boyertown, Pennsylvania



1911 Oldsmobile Limited Tourabout
David & Patricia Peeler, Waxhaw, North Carolina

Olds Motor Works, Lansing, Michigan, produced the Limited model for only three years beginning in 1910. An expensive car when new (\$5,000), the Limited appealed to the wealthy who wanted a large, comfortable car that was technologically advanced for the day. It was intended to compete with Packard, Peerless, and Pierce Arrow, the most prestigious American cars built at the time.

Easily recognized by its large wheels (wearing 43"x5" tires) and double running boards, it is powered by a 707-cubic-inch six-cylinder T-head engine that was rated at 60hp (ALAM), and easily capable of modern highway speeds. It rides on a 138-inch wheelbase chassis, features a shaft-driven differential, and is equipped with brakes on the rear wheels only ... stopping has to be planned!

Factory records indicate there were 196 Limiteds produced in 1911, of which six were the four-passenger tourabouts. Only two remain today, both of which were displayed together at the 2024 AACA Eastern Fall Nationals in Hershey.

The restoration was an effort in team work, including David Peeler, Dave Staadt's Simplex Garage (mechanicals), Vintage Cars (paint), Antique Carriage Restorations (upholstery), and Rick Britten's Brassworks.



1912 Velie 40 Model O Torpedo Roadster
John F. Jones, Prospect, Connecticut

Velie was founded by a grandson of John Deere, and in the beginning were built in the John Deere factory in Moline, Illinois, and sold through John Deere dealers until around 1915. The Model O had a Velie built 332-cubic-inch four-cylinder engine that produced 40 horsepower, mated to a strong Brown-Lip sliding gear transmission. The front axle and differential were supplied by Timkin. This torpedo roadster sits upon the Model M 118-inch wheelbase chassis, which has a semi-frame internal to the main frame to support the drive train. Originally selling for around \$1,800, Velie production for 1912 was around 3,500 in various body configurations. This is the only known surviving torpedo roadster.

John had his eye on this Velie for several years while participating on various car tours with the previous owner, Don Meyers. By the time John purchased it in 1995, its 1950s restoration was showing its age, and the car was mechanically tired as well. John did most of the restoration work during a period of two years, including body and paint, while the upholstery was completed by Joe Swann.





1931 Chrysler CD8 Royal Coupe
Robert Burchill, Jefferson, Maryland

The Chrysler Model CD8 Royal Coupe was renowned for its sleek and distinctive design. It featured a classic Art Deco-inspired styling, characterized by its smooth lines, chrome accents, and a beautifully crafted grille that exuded a sense of luxury and sophistication. The coupe body style offered seating for five passengers, making it a practical yet stylish choice for affluent buyers of the time. Of the 488 built, just seven are known to remain, and two of those have been turned into “resto-mods.” The CD8 is powered by a 282cid L-head straight eight, which produced 100 horsepower.

Robert found this car listed for sale on the AACA Forum in 2011. It was in very rough condition and was in the process of being turned into a street rod. The restoration took 12 years to complete and aside from Robert doing his own chassis, mechanical work, and assembly, Rick Bowers did the metal and paint, Paul Rose did the interior, and Librandi’s Plating did the chrome and nickel work. There were two standard production colors for this body style, Robert selected the Timber Beige and Verona Brown, with a copper/bronze stripe. The interior is tan Bedford Cord with dark brown leather piping.



1931 Ford Deluxe
Gary Russolillo, Suffield, Connecticut

In typical Ford fashion, the company continued to resist making dramatic model changes from year to year. While there were few changes from 1930, there were differences between the standard roadster and the Deluxe: chrome windshield stanchions (also two inches shorter than standard), tan top, cowl lights, colored wheels, steam-bent oak top bows with chrome flat irons, and narrow seat pleats.

In 1966, Gary went to a small car show in Washington D.C. and asked if anyone knew of any Model A roadsters for sale. Late in the afternoon, someone mentioned there was a young girl walking around earlier who had a sign advertising a 1931 model, ultimately throwing the sign in the trash. With great excitement, Gary trash-picked the sign, called the gentleman, immediately went to take a look, and bought it that day. After using the car during college, the car was put into storage, and eventually was taken apart for restoration. The process was put on hold for many years, until his teenage daughter, Joy, convinced him to begin the process of finishing the restoration. It was sent to Twin Brooks Restoration in 2013, where Gary worked closely with Chuck Miner. Much help was also provided by Joy, and Gary’s wife, Petrina, along with many others. Upholstery was done by Bill Sturm.





1932 Lincoln KB

Ross & Beth Myers, Boyertown, Pennsylvania

The dual-cowl phaeton body on this car is the only example built for Lincoln in 1932. It was built by the Walter M. Murphy Co. of Pasadena, California, which had built four previous bodies for the 1931 model year. The KB chassis featured a 448cid 12-cylinder engine that produced 150 horsepower.

Records from the Henry Ford Archive in Dearborn indicate that this car retains its original chassis and engine numbers (#1349), as well as its original Murphy body tag number (L5).

Ownership history does not go further back than the early 1950s, when owned by Don Jackson of Lindsay, California, with well-known sportsman Briggs Cunningham acquiring the car in the early 1960s, then to the Miles Collier collection in 1986. Mark Smith added the car to his collection, where it remained until his death in 2021.

The restoration was completed by Steve Babinsky's Auto Restorations, during which time much of the car's originality were revealed, highlighting the previous owners' careful preservation efforts throughout its life. It was restored in its original black paint with dark green upholstery.



1934 Packard Eight 1101

Les Herzog, Winchester, Massachusetts

Packard's evolutionary approach to vehicle design was not without its occasional downsides, but for 1934, the strategy yielded an exceptionally elegant catalogue of some 50 choices across three different series. That couldn't be more evident in the one-year-only 1934 Eight 2/4 passenger coupe. Beneath the coupe's hood sat a smooth-running 320-cubic-inch straight-eight engine mated to a three-speed manual transmission. The chassis further benefited from features including adjustable ride control suspension and Bijur automatic lubrication.

Production of Packard's Eleventh Series began on August 21, 1933, and this was the 72nd Eight coupe built. It was delivered new on October 19, 1933 by Newton Motor Corp. of Elmira, New York. Its subsequent history is unknown, but it would later spend time in the collection of noted enthusiast Gordon Apker. It is finished in beige with maroon fenders, accented by red pin striping. Further exterior details include wire wheels, the legendary cormorant mascot perched on the radiator, and twin exterior trumpet horns. Inside, upholstery is gray cloth, with the rumble seat being trimmed in brown leather. The windshield tilts open and the backlight rolls down, affording driver and passenger plenty of airflow. It is also equipped with an AM radio, heater, and golf-club door.





1938 Packard Twelve 1608
Bob & Judy Tiffin, Red Bay, Alabama

For much of the Classic Era, New York City coachbuilder Rollston produced several different types of coachwork on Packard chassis. In particular, Rollston was highly regarded for its formal town cars, which were eventually cataloged by the Packard factory as a “semi-custom.” With the Great Depression hammering even the greatest of fortunes, Packard felt that it was necessary to produce the all-weather town car in the most cost-effective way possible, thus, rather than having Rollston build entire new bodies from scratch, Packard sent them completed limousine bodies, which were then modified by Rollston with padded formal rooflines, open front seats, and fine interior trim. These all-weather town cars were built to the same high standards as the coachbuilder’s fully unique creations, and they were every inch a Rollston.

Of the five 12-cylinder Rollston town cars built for 1938, just three survive. This one was delivered to its first owner October 8, 1937, by the Packard branch located on 11th Avenue in New York City. The car is finished in Packard Maroon and features leather upholstery for the driver and soft wool broadcloth for the passengers, with the interior being lit by courtesy lamps and surrounded by richly hued woodwork. The black canvas tendeleet covers the driver’s seat.



1941 Lincoln Continental
Bob Thomas, Indianapolis, Indiana

Inspired during a 1938 trip to Europe, Edsel Ford collaborated with designer E.T. “Bob” Gregorie to produce a custom personal car with “continental” flare, based on the V-12-powered Lincoln Zephyr. The hood was lengthened 12 inches and the body was sectioned four inches, giving it a very low stance. Reaction to the car at Edsel’s winter home in Palm Beach, Florida, was so positive that it was decided to put the Continental into production. The beautiful 1940-1948 Lincoln Continentals that followed represent one of Edsel Ford’s most significant achievements.

In a *Profile Publication* on the Lincoln Continental, it is stated that “The Lincoln Continental achieved popularity because it was different without being radical; uncluttered without being stripped of important features that were both functional and decorative; and luxurious without being ostentatious. It had a decided European flavor, typified by the then unorthodox location of the spare wheel, that quickly caught the public’s fancy. It had what might be called a ‘feminine’ personality; ‘She was a real lady,’ was the way one writer described her. She has often been referred to as the ‘queen of the classics.’ This automobile was not designed to meet carefully tested public preferences; it created them.”





1948 Chrysler Town and Country C39
Peter Hemken, West Des Moines, Iowa

The Town and Country was the top-of-the-line for Chrysler. Chrysler General Manager David Wallace looked for a way to lure the deep pockets of the wealthy to showroom floors. With the Town & Country, the company hoped to entice high-end buyers without losing any of the practicality for which the brand was known. The convertible was built upon the eight-cylinder New Yorker platform, with a total of 3,308 built in 1948, and having a base price of \$3,420. The Town and Country's were coachbuilt, the same as custom cars built in the 1930s, handcrafted by master craftsmen and using the finest materials.

Fitted with the New Yorker 323.5-cubic-inch inline 8-cylinder "Spitfire" engine, it produces 135 horsepower at 3,400rpm. With the Fluid Drive semi-automatic transmission, independent front coil suspension, and four-wheel hydraulic brakes, these cars are easy to drive and can cruise comfortably at highway speeds.

This car was purchased by Peter's father in 1964, and after sitting in storage for 30 years, a restoration was initiated. At the time of his father's death, it had been completely disassembled, then put back into storage for another decade. Peter restarted the basket-case restoration in 2013. The wood body was rebuilt by Steve Glazier, with Anderson Restorations doing the chassis, bodywork, paint, and assembly, while Goldfield Trim and Upholstery did the upholstery.



1957 Thunderbird
Joseph E. Mason, Belews Creek, North Carolina

In 1957, Ford decided to increase the power in Thunderbirds, introducing the "F" Bird, featuring a powerful supercharged engine. Ford built a total of 21,380 Thunderbirds in 1957, but only 212 were equipped with the McCulloch/Paxton centrifugal supercharger that increased power from 245hp to 300 with 439 lb-ft of torque at 2,600rpm. The supercharged Thunderbirds were built to homologate the Thunderbird for racing, and it increased its price by 13%, depending on the other options chosen. The "Battle Birds" were made more aerodynamic for speed. The "F" Bird raced at the Daytona Spring Speed event that year, and was clocked at 138mph.

Joe searched for three years to find this rare Starmist Blue two-passenger Thunderbird, finding it in California four years ago. He specifically wanted the Starmist blue because he is a huge North Carolina Tar Heels fan, and the color had to match as close as possible to Carolina Blue. The reason it took so long to find one is because only three Starmist Blue "F"-code supercharged Thunderbird were built, this one featuring two-tone Dresden and Starmist Blue upholstery. It also is equipped with a very rare 3-speed gearbox. It was a good solid and complete car, but was still in need of a complete restoration. With professional help from Hills Restorations, Joe also contributed much of his own time.





1959 Cadillac Fleetwood 60 Special
Scott & November Nickett, Doylestown, Pennsylvania

As the 1950s drew to a close, General Motors reached the zenith of their aircraft-inspired aesthetic, and Cadillac took this influence to unprecedented heights. The Fleetwood's rear fenders, designed to evoke jet-engines, are accented with chrome and stainless steel, creating a striking three-dimensional effect unique to the 1959 model. As Cadillac's flagship four-door hardtop, the 60 Special was both flamboyant and supremely elegant, commanding a premium price of approximately \$7,300 when new.

Originally purchased in New York, this 60 Special boasts just 34,000 miles. After its initial ownership, it became part of a collection in Palm Beach, Florida, where it remained untouched for more than three decades. Unfortunately, the lack of temperature control and humid conditions took their toll, necessitating a meticulous restoration to revive the car to its former glory.

Scott, alongside a team of friends from work, undertook the painstaking task of hand-removing the undercoating, revealing exacting paint colors and sheen as applied by the factory, serving as an historical guide for authenticity. Midway through the restoration, the Cadillac was entrusted to an upholstery shop for extensive interior work. When a fire engulfed the shop, Scott's Cadillac was saved due to being covered with fire-retardant bed comforters, and damage was minimized.



1960 Jaguar XK150SE
William Gaertner, Manakin Sabot, Virginia

What would turn out to be the final glorious incarnation of Jaguar's fabulous XK series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine, and four-speed Moss transmission of its predecessors, while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. One of the new model's main talking points was its Dunlop disc brakes, giving the XK150 stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed head coupé (FHC) and drophead coupé (DHC) forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. "SE" (Special Equipment) and "S" versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed straight-port cylinder head, high-compression pistons, triple 2" SU carburetors, and twin electric fuel pumps.





1966 Ford Mustang
William Price, Gulf Breeze, Florida

The 1966 Ford Mustang is one of the most iconic cars ever built. The first generation Mustangs hold the hearts of muscle-car-era enthusiasts. In 1966, Mustang outsold the competition by leaps and bounds, selling more than 600,000 units. Back then, this beautiful machine could be picked up for a mere \$3,000 or less. William purchased this car in Duluth, Minnesota. He is the fourth owner. Of the four restorations that he has performed, this was the easiest, as all original components of the car were still in place and working, a testimonial to the previous owners who took care of the car.

Being an early 1966 Mustang, some 1965 components were in place. Ford liked using existing parts already on the assembly line. The alternator, with its blue fan, is just one example. The 289-cubic-inch K-code Hi-Po V-8 produces 271 horsepower, and retains its standard bore. Great care was taken in the rebuild to be as original as possible.

William's father presented him with the Mustang upon graduating from high school in 1966. It was equipped with an A-code V-8 engine and painted in the springtime color of yellow. He drove it for 10 years, but always coveted the K-code hi-po V-8 cars, which were the foundation for Carroll Shelby's GT350s.



1969 Camaro Z/28
William Clemens Jr., Royersford, Pennsylvania

Bob Shaffer, an employee at Canton, Ohio's Ewing Chevrolet, ordered this car for the company's special high-performance division—Ewing Chevy City Sports Department—almost getting fired by Mr. Ewing for ordering such an expensive car for dealer inventory. In addition to the high-dollar Z/28 option, it featured Positraction, AM radio, M20 4-speed gearbox, console, tinted glass, special instrumentation, Style trim, special front bumper, ZL2 ducted hood, and front/rear spoilers. It also features 4-wheel disc brakes, of which only 206 Camaros were so delivered, at a hefty cost of \$500.30. The Burnished Brown color was also not widely selected, as only about 2.3% of *all* Camaros were produced in this color.

No history prior to 1980 is known, but William purchased the car as a basket case in 1985. It had been run hard, and had rust and accident repairs, but it still retained its original drive line. The Camaro was put into storage, with its 14-year restoration commencing around 2010 and shown for the first time in July 2023. The sheet metal restoration was completed in William's garage by father and son Ron and Todd Vasko, while final body work and paint was completed at Wheels in Motion. William did all other work, including under carriage and engine compartment paint, interior, and final assembly. The 15x7 Rallye wheels are mounted with 56-year old original-equipment Firestone Sports Car 200 E70x15 tires.





1969 Plymouth Road Runner
Roger & Mary Jo Gaultney, Cordova, Maryland

Plymouth's A12 440 "Six Barrel" was introduced mid-year as an alternative to those who wanted more power than the 383, but didn't want to pay the Hemi premium. The engine conversion package was available for the Road Runner and Dodge Super Bee (called "Six-Pack" in the Dodge), and consisted of the M-code 390-hp 440 V-8, fitted with an Edelbrock aluminum intake manifold with three two-barrel carburetors and a low-restriction "Air-Grabber" air cleaner. In addition to the triple-Holleys, other features of the muscular 390-horsepower powerplant include special low-taper camshaft and hydraulic tappets, chromed intake and exhaust hemi valves, 10.1:1 compression, and a dual-breaker distributor. In addition, it is equipped with heavy-duty radiator, viscous-drive fan, extra heavy-duty suspension and brakes, 4.10:1 Sure-Grip differential, and extra-wide wheel rims with extra-fat Polyglas Red Streak tires. A semi-flat-black fiberglass lift-off hood with a "Super Stock" air scoop was retained by four pins—no hinges and no latch.

The Gaultneys' hardtop is painted Vitamin C Orange and is equipped with the heavy-duty 727 TorqueFlite transmission. The restoration was completed by Superior Autoworks, with its 440-6 engine rebuilt and detailed by Roger Gibson. With only a three-month production run, for 1969, A12 Road Runner hardtop production for the U.S. market totaled 615 hardtops (227 automatic and 388 four-speed). Just 111 are known to exist.



1970 Chevrolet Chevelle SS 454
Andy Ferguson, College Grove, Tennessee

The muscle car era peaked in 1970, after which compression ratios and horsepower were greatly reduced. The highly popular Chevelle helped to herald the ascent when GM lifted its displacement ban on midsize cars, offering a couple of 454 big-blocks. The SS 454 package cost \$503 and included the LS5 360hp hydraulic-lifter V-8, power front disc brakes, F41 suspension, Polyglas F70x14s, and a domed hood. Then there was the take-no-prisoners 450hp LS6, that, with mandatory other features, pushed the option package to more than \$1,000. Up to then, no production engine ever had a higher factory horsepower rating, and the public jumped at the chance to own one, with 4,475 finding buyers.

This car was originally bought in Eastpointe, Michigan, and eventually was raced with an even hotter 427 engine (saving the original 454). In the 1980s, things settled down and the car was used to tow a fishing boat. Andy has owned the car for four years. It features the M22 4-speed and 4.10 posi-traction.

It is estimated that only 105 of the LS6's were painted Tuxedo Black. Muscle Car Restoration and Design undertook its body-off restoration, while Super Car Restoration completed the paint and body work.





1970 Dodge Charger R/T
Rob Stevens, Doylestown, Pennsylvania

The second-generation Dodge Charger (1968-70), with its aggressive Coke-bottle styling and powerful engines, earned its place in automotive history. Standard equipment on the R/T was the 440cid/375hp V-8.

Rob had a 1968 Charger when he was 17. Fast forward some 50 years and now retired, the decision was made to search for another Charger. Not just any Charger, but a Jamaica Blue one with a white vinyl top like the one he had in high school. It would be a tall order, because only 3.5 percent of all Chargers left the factory with in that shade of blue. However, just before Christmas of 2020, a partially restored 1970 R/T was available on an online auction. Rob's bid didn't meet the reserve, but a deal was struck afterward, which included finishing the restoration. Shortly after taking delivery of the car when it was finished in June of 2024, Rob learned its restoration was going to be featured in a July 2024 episode of Motor Trend TV's Graveyard Carz. The car is equipped with the 727 TorqueFlite automatic, bumblebee stripe, console, air-conditioning, tinted glass, power steering, power disc brakes, tachometer, AM radio with 8 track, bright tip exhaust tips, light group, passenger side chrome mirror and walnut sports-type steering wheel.



1970 Pontiac GTO Judge
Debra Powell and Gil Powell, Denver, North Carolina

The Judge option for the GTO included the L74 400cid/366hp Ram Air III V-8, driver-controlled Ram Air system, HD three-speed manual with Hurst T-handle shifter, a 3.55 rear gear, black grille, grille surrounds, hood-scoop trim and Ram Air call-outs, tri-color eyebrow stripes, rear airfoil, Rally II wheels sans trim rings, G70x14 black sidewall tires, and "The Judge" call-outs on the front fenders, deck-lid, and dash.

Debra's father, Gil, was service manager at Thomas Pontiac in Parkersburg, West Virginia, when this Polar White Judge arrived on December 2, 1969. He was the first to drive it, taking it to his inspection bay and putting his initials under the hood. His friend bought it, then sold it to Gil in 1974. Gil used it for four years, even drag raced it some (pulling a pop-up camper with it as well), then parked it in 1978 with 65,000 miles on the odometer. It was his dream to restore it, but health issues prevented him from getting too far into the process. He agreed to let Debra take on the project in 2021, so she commissioned a full restoration, which included leaving her father's initials under the hood.

Just 162 Judge convertibles were built in 1970, with a factory price of \$ 3,492. This car was restored by Brunker's Vintage Garage and Barnes Classic Restoration.



CALENDAR



2025

June 19-21, 2025

Eastern Spring Nationals

Beckley, West Virginia • Whitewater Region
303-673-6273

July 2-5, 2025

Central Spring Nationals

Auburn, Indiana • Crossroads of America Region
260-925-4710

July 24-26, 2025

Annual Grand Nationals / Zenith Award Competition

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

August 12-15, 2025

Eastern Divisional Tour

Northern Maine • Maine Region
207-768-1033

September 7-12, 2025

Revival AAA Glidden Tour® (pre-1943)

Owensboro, Kentucky • VMCCA Hosted
423-385-4414

September 21-25, 2025

Founders Tour (1932-2000)

Williamsburg, Virginia • Virginia Peninsula Region
757-871-6701

October 7-10, 2025

Eastern Fall Nationals

Hershey, Pennsylvania • Hershey Region
717-566-7720

September 18-22, 2025

Central Divisional Tour

San Antonio to Gonzales, Texas • Texas DFW Region
214-498-0531

October 23-25, 2025

Central Fall Nationals

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

2026

February 5-7, 2026

Annual Convention (National Awards)

2025 ZENITH AWARD NOMINEES

1911 Oldsmobile Limited

David & Patricia Peeler
Waxhaw, North Carolina

1957 Ford Thunderbird

Joseph Mason
Belews Creek, N. Carolina

1912 Velie 40

John F. Jones
Prospect, Connecticut

1959 Cadillac Fleetwood

Scott & November Nickett
Doylestown, Pennsylvania

1931 Chrysler CD8

Rob Burchill
Jefferson, Maryland

1960 Jaguar XK150SE

William Gaertner
Manakin Sabot, Virginia

1931 Ford

Gary Russolillo
Suffield, Connecticut

1966 Ford Mustang

William Price
Gulf Breeze, Florida

1932 Lincoln KB

Ross & Beth Myers
Boyertown, Pennsylvania

1969 Chevrolet Camaro

William Clemens Jr.
Royersford, Pennsylvania

1934 Packard Eight

Les Herzog
Winchester, Massachusetts

1969 Plymouth

Roger & Mary Jo Gaultney
Cordova, Maryland

1938 Packard Twelve

Bob & Judy Tiffin
Red Bay, Alabama

1970 Chevrolet Chevelle

Andy Ferguson
College Grove, Tennessee

1941 Lincoln Continental

Bob Thomas
Indianapolis, Indiana

1970 Dodge Charger

Rob Stevens
Doylestown, Pennsylvania

1948 Chrysler T&C

Peter Hemken
West Des Moines, Iowa

1970 Pontiac GTO

Debra Powell/Gil Powell
Denver, North Carolina

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