



## Hillsborough Region AACA

# "The Radiator"

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### *Letter from the President...*

It is already March. Time flies when you are having fun. The club is doing very well. Several new members have joined us! We've had some good events, where members and presenters of our Monthly Meet-ups have really enjoyed themselves. It's nice to get together on a regular basis and talk cars.

I would like to thank Larry in particular for his delicious chicken & yellow rice lunch, and allowing the club to meet in his garage. As always it was just great food and drinks. Even Angelo was spotted with a



beer! And what a beautiful garage floor. We could have eaten off of it, but we didn't have to :-). I would also like to thank Leo for his talk that day on his 1939 Plymouth "Black Beauty".

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And thanks to Phil from United Speedway Machine Shop. Members enjoyed a very informative evening with knowledgeable people and machinery, explaining all the ins and outs of a machine shop. Many folks did not realize what could be done with the old car motors in his shop.

With the sweet comes the sour. Due to lack of major sponsorship, unforeseen repairs, and basically running out of time, Ron and I have decided to postpone our entry into the Great Race until next year 2017.

We also accomplished getting an engine for Kathy Brown's Mercury, which was donated from one of our members.

There are lots of exciting future events on its way. The Peerless National Meet on April 1-3 is around the corner. Thank you to all of our volunteers! If you are not able to help, please come anyway and see what we are doing. There will be some very interesting vehicles, good food and great people.

The points are racking up for the Member of the Year. Make sure at the next event you attend that you sign in and check that your points are accounted for. A new roster of members will be available to you at the next Monthly Meet-up.

Let's drive our cars...especially to the Peerless Meet!

See you there,



**Brando**

Member Profiles

by **Dona Hornung**

Our March interview is with club member David Broxterman, US Army (retired) Lakeland, FL

**Hi David, How did you get interested in cars?**

My father and grandfather were antique car collectors, and started me into the



hobby at birth. My grandfather, Herman J. Broxterman, joined AACA in the 1950's. My father, John H. Broxterman joined in the 60's. I was a junior member when that program first began in the 60's and later became a Life Member. There has never been a time in my life when I did not enjoy the presence of an antique or collectible automobile. At 12, I learned to drive my father's 1949 Hudson Commodore while sitting on a Chilton's Motor Manual, so that I could see over the steering wheel! I've owned over 100 cars in my life...so far.

**What was your very first car?** My first car was a 1964 Cadillac deVille Convertible. Metallic green, with green and white leather interior, and a white canvas top. I paid \$200 for it in 1975. My father owned a small garage business in our VERY small town of Collinsville, Ohio (population: 140). I completed all the body work: engine and transmission work; exhaust, etc., myself, and a man who worked for my father, Ralph Weber, sprayed the paint. I chose a 1974 Eldorado color "Persian Lime Firemist Metallic Green." After installing the new top and finding a set of 1957 Eldorado "turbine" wheels, I added a set of 5" wide Denman whitewall tires. For a kid of 17, I had the wildest ride in my county. I took this car with me to my first Army duty assignment in Washington (state) during the Winter of 1977/78. It made the 2,753 mile trip with no problem. My 18 month assignment allowed me to take the car up and down the West Coast several times from Vancouver BC, Canada, to Oakland (Rio Del Mar - Monterrey Bay) California; and many trips to the Pacific ocean. I drove it back to my home in Ohio in 1979 and stored it at my grandfather's farm while on my way to my next assignment in Italy. By the time I returned from Overseas in 1980, the car had deteriorated. I sold it in 1981 and have missed it ever since.

**What was one of your favorite cars?** My father's 1956 Hudson Hornet Custom Hollywood 2-door Hardtop with Continental Kit; Tutone Green; Stock Packard 352 V-8 automatic. This is the car that reminds me of my childhood. Eventually, I would like to find one like it and add to my collection. I also admire Cadillac and Chrysler. I've owned more Cadillac's than I can remember. And still own my second Chrysler-made car: 1955 Chrysler 300, that was an "MVP" car for the New York Yankees. It was owned by baseball Hall-of-Famer Enos Slaughter from 1955 to 1963. (The first "Chrysler-made" car I owned was a 1955 DeSoto that I bought for \$75 in 1976. After blowing a head-gasket, I sold it for \$150 the same year.)

**Has anything interesting happened that you can share with us, regarding cars?** Something that might be considered unusual? I was in Cincinnati, Ohio, when the Chevrolet Camaro plant was being dismantled in the 1980's. During a 3-year break of my 24 years in the Army; one of the jobs I held was the Branch Manager of the Wells Fargo Guard Service of Cincinnati, Ohio. I secured the contract to supply security guard service to the Norwood (Cincinnati) Ohio plant during it's razing. I was very sad during my tour of the facility and saw MANY hundreds of thousands of documents relating to the Chevrolet Camaro dating back to the 1960's, in piles as high as 10 feet; that were eventually destroyed.

Also interesting, I've started to build a spreadsheet program, based on production numbers, options, government reports and other items that will assist anyone who would like to know "how many" of a particular vehicle are remaining on the planet that are in "roadworthy" (driveable) condition. Look for the BASRC (Broxterman Automobile Survivability Rate Chart) in the future. Of course, I first started with Cadillacs on the program.

**What advice do you have for a new car enthusiast?** Drive what makes you happy! Simple as that! But, the secret is to actually "drive" the vehicle. Trailer Queens are nice. But, getting from point A to B behind the wheel of the actual time machine; can't be beat.

**What are your hobbies, interests?** Do you collect anything? I have always collected old Cadillacs since my first car. I have a few "future collectibles" now, such as one of about 50 remaining 1989 Cadillac Seville STS Sedans; one of about 60 remaining 1991 Eldorado Touring Coupes; one of about 40 remaining 1991 DeVille Touring Sedans; and one of about 900 remaining 1996 Fleetwood Broughams. I also have been collecting Factory-built dealer's promotional "model cars" since the 1960's, and have well over 10,000 in my collection. Eventually, I will weed out this herd and start selling the duplicates. Perhaps when I retire...again!

**Wow David, thank you for sharing such an interesting story! If you ever get your model car collection set up for showing, be sure to let us know!**

**I would like to remind our club members that David is looking for a 1956 Hudson Hornet Custom Hollywood 2-door Hardtop with Continental Kit; Tutone Green; Stock Packard 352 V-8 automatic. Also, keep an eye out for David's web site: BASRC (Broxterman Automobile Survivability Rate Chart).**

**Thanks for the chance to serve!**

**Dona Hornung**

**Club Member**

## Monthly Meet-ups

Our Monthly Meet-up are held on the 2nd Wednesday of each month, and this coming month's meeting is April 13, 2016.

We will meet at 6:30pm at Reeves MotorSports, 11333 N. Florida Ave., Tampa. When entering Reeves Import Motors, drive north of the Maserati showroom and turn at the next entrance for

Motorsports by Reeves. Meeting begins promptly at 7pm.

Please come if you can, and drive your old car!

Questions: contact Brando 813-917-9205  
brando@oldwheel.com



## Happy Birthday!

**Kathy Brown- April 28**



If we missed your birthday or anniversary, please let us know so we can update our records!

## Bits & Pieces

Danny Green has been travelling all over the world. First to Ireland, then to India. He and Myoushi kissed the Blarney Stone together at Blarney Castle in Ireland, then off to India.

"We had a great time. We enjoy learning about other country's way of life. We really enjoyed seeing the Taj Mahal, and the way the Indian people live. It really makes us realize how blessed we are."



More photos on the website [www.AACAHillsborough.com](http://www.AACAHillsborough.com)

## Condolences

Karl Tramer's Father Albert Tramer passed away on March 3rd. Please send your condolences to Karl and his family at [ktramer@tampabay.rr.com](mailto:ktramer@tampabay.rr.com) or you may call him at 813-767-8541.

## New Logo Contest

So far, we have had only one entry for our new logo contest, but we really think it is a good one! There is still time to participate. The winner gets FREE DUES and 5 points towards their Member of the Year points. All entries will receive 2 points towards their member points. Send your graphic to [joanne@oldwheel.com](mailto:joanne@oldwheel.com)

## Angelo & Larry...Gangsters at Large

On February 23, Angelo & Larry Rumore (aka, Vito & Sonny Corleone) were guest Gangsters at the Tampa Yacht and Country Club for the Tampa Newcomers Ladies Club, Flappers Lunch. Needless to say they were the "Hit" of the luncheon along with Larry's 1930 Ford Model A.



About 70 ladies were in attendance and all took pictures with the "Gangsters. The lunch and entertainment were also really good. This is the second time we have been invited. The last luncheon had Richard Nasrallah and Red Hogan with their cars. We are looking forward to their next event.

## Welcome New Members

- 1) Leo Dougherty and Thi with a 1939 Plymouth Coupe and 1934 Ford Race Car
- 2) Brian Devlin
- 3) Raul Ramos and Marulys Caro with a 1957 Chevrolet Coupe
- 4) John and Tyra Peters with 1954 Buick 66 Series, 1968 Cadillac Eldorado, 1956 Cadillac Eldorado, 1930 Ford Model A

And welcome back to Earl and Judy Beauchamp!

## Classifieds

FOR SALE:

[1935 Cadillac, \\$46,000](#)

Brando Pistorius 813-917-9205 [www.oldwheel.com](http://www.oldwheel.com)



1949 Dodge Meadowbrook, \$12,500

Joe Shipley 813-765-2404



WANTED:

1968 Cadillac parts car. Call Jim Briley (863) 604 9228

If you want to add a car or parts for sale or wanted , just email [joanne@oldwheel.com](mailto:joanne@oldwheel.com)

## The Story of Black Beauty by Leo Dougherty

I grew up in the in the Fingerlakes of New York State in the 50s and early 60s when automobiles were quite distinctive. The kids in the neighborhood and I always looked forward to the new model year. We wanted to figure out whether each new car that drove by was a Ford, a Chevrolet, an Oldsmobile, a Pontiac and so on. We would quickly learn the difference by the shape of the car bodies because back then car makers worked hard to make their cars stand out. It's not so easy today to figure out a car by its body style, unless you happen to stop by a classic car show.

I think my love of automobiles began in those years where I could determine one car from another just by the body of the car. When I see a preserved or restored car from that era I see works of art created by long hours in the garage and of course a pretty fair amount of money by



someone who loves the cars from the era when there were no cookie cutter bodies.

I always wanted to have an older car for show but I was either too busy to look for one or had an internal debate whether it was the right thing to buy an older car. I'm not much of a mechanic so it didn't seem wise to invest in a classic car.

And then one day, I was offered the opportunity to buy a 1939 Plymouth Business Coupe. I jumped on the opportunity. How I came to buy this car is a story of a young boy who loved cars and auto racing, and carried that love into adulthood. It's kind of an "as luck would have it" story.

When I was eight years old I saw my first stock car race on the dirt at the Waterloo, NY fairgrounds and I was hooked. They were racing coupes and coaches back then and I just loved them. After a little more than four years in the Navy (1965-1969), I found an early 60s Plymouth in a junk yard and with some help from my friends, I raced it at the Golden Spur Speedway in Lakeville, MA. That lasted for less than one season.

Jump forward a few decades and I got involved in racing again, this time helping a local driver from Western New York State. That evolved into doing press releases for a race track in New York and later in Kansas. When I came back east I ran into a sprint car driver I knew from the Kansas race track at the dirt track across the highway from what was then called Charlotte Motor Speedway. I spent the next three years doing press releases for the driver, who decided she wanted to race on the pavement and maybe move up to NASCAR.

Her parents leased a race car from former NASCAR Dash champion Andy Belmont and we began racing in the ARCA series for a few years. I then started doing press releases for Andy Belmont for a few years and for his friend Andy Hillenburg, which brings me finally to how I obtained my Plymouth Coupe, affectionately called Black Beauty.

Andy Hillenburg owned the Fast Track High Performance Racing School and I had signed up for a couple of his classes just to enjoy the thrill of driving on a NASCAR speedway. Hillenburg later became the owner of Rockingham Speedway in NC.

Hillenburg helped out NASCAR in their first iMax movie. After the death of Dale Earnhardt, ESPN Original Entertainment decided to make a movie about the life of Earnhardt. The movie started from the time period when Earnhardt was a little boy helping out his father Ralph Earnhardt. EOE asked NASCAR about getting period cars from the 50s and 60s racing era and NASCAR suggested they contact Hillenburg.

Hillenburg and others helping him scoured the country for those cars, 62 of them, and Black Beauty turned out to be one they found. After the movie the car wound up with Belmont who wanted to sell it. I loved the car just from its picture and purchased the car from Andy. If not for that first race at eight years old I probably would never have found or purchased this car or any other classic car.

Black Beauty had only a few seconds on camera but she was one of the cars they didn't have to push around the track or put together with bailing wire for the racing shots from that era. Apparently it was well taken care of over the years. It still has what appears to be the original interior, the gauges still work, it still uses a 6 volt battery, and the flat head 6-cylinder engine still starts and runs. I am always amazed at the car every time I start it and every time I drive it.

Belmont removed lettering and numbering from the car before he shipped it to me. The letters and numbers were put on with water paint so they just needed to be compounded out. I wanted to make the car look like it did in the movie so I found a graphic artist who was able to replicate the font used for the movie.

I have debated whether to restore the car or preserve the car and have never decided what to do. Consequently, the car has not been restored and I suppose you can say it is being preserved because I haven't done anything to the body or interior. It has its rust spots and cracked paint but I find that part of the beauty of the car. Black Beauty is a part of automotive history and now a small part of racing history, and I think somehow or another we were fated to wind up together.

# Save

# \$55

Want to get FREE DUES for both National and Regional AACA? Then keep up with those points you are earning every time you attend an AACA event, social, car show... wear those club shirts and drive those old cars!! More fun, more points, more savings \$\$\$ Check your sign-in sheet at the Monthly Meet-up, or just email [Brando@OldWheel.com](mailto:Brando@OldWheel.com)

Send us a photo of you and your car, write us a note about what's going on in your life, any changes in your car inventory? Let us share your news with your club!

Visit *your* website often, something is always changing!

[www.AACAHillsborough.com](http://www.AACAHillsborough.com)

And remember, your AACA National website is loaded with interesting information, photos, and the forum is a great place to talk over your interests and issues.

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