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## John Krupinsky Receives National Award in Philadelphia

By Tom Young, Photos By Lois Krupinsky & Don Holton

Each year the AACA National Awards Committee spends countless hours evaluating vehicles at every National Meet across the country. The Committee selects cars, trucks, and cycles for the prestigious National Awards, which are announced at the Annual Meeting Awards Banquet in Philadelphia. There are more than sixty awards made to vehicles covering the four geographic AACA divisions and individual marques. The vehicles selected in 2007 were a tiny fraction of the 4,500 that were shown at National Meets, or driven on National Tours, and truly represent the "best of the best" for the year.

Just to be nominated for one of these National Awards is an honor. When the winners receive their letter inviting them to the Annual Meeting, it is exciting. So when John Krupinsky received a winner's letter he and Lois decided to fly east to Philadelphia from their winter home in Arizona to attend the Annual Meeting. And on February 9, 2008, John received the 2007 Ford Award (Pre-War) for his freshly restored 1939 Ford Deluxe cabriolet.

The Ford Awards are national and aren't based on the AACA divisions. There are four awards determined by the eras of historic Ford production: Brass era and Model T era cars (1903-1927); Model A cars (1928-1931); Pre-War Ford cars (1932-1945); and Post-War Ford cars (1946 to 1982).

The winners for each era are selected annually from the nominees from all National Meets. Junior and Senior cars

are eligible, but competition and commercial vehicles are excluded. All driven and non-driven cars are eligible, with consideration given to driven cars. The award is made on the basis of authenticity, appearance and reliability. The Ford Award was established in 1976 by the Southeastern Region of the AACA.



John's 1939 Ford was a true DIY (Do-It-Yourself) restoration because he did all aspects of the restoration work himself – mechanical, chassis, body, paint, upholstery, and top. Nothing was farmed out. It was a somewhat complex project because the original body was a basket case that needed a parts car donor and he installed a spare

1939 flathead V-8 engine that he had. The car became John's primary restoration project in April 2006 when the Krupinsky's made their annual return to Maryland from Arizona. Working at his usual breakneck pace, John had the car completed the week after the 2006 Hershey Fall Meet.

During the 2007 National Meet season, John's Ford received its First Junior award at the Southeast Spring Meet in New Bern, NC; its Senior award at the Eastern Spring Meet in Binghamton, NY; and its First Preservation award at the Fall Meet in Hershey.

The '39 was originally purchased by John in the mid 1970s as a future restoration project. Because of a busy schedule restoring cars for others and his own collection, he never got around to actively working on the project. So, in 1985, John sold the unfinished project to his barber. Along with the sale went several restoration items that were already acquired

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*On the left are two of the photos of the 1939 Ford submitted by Lois and John with the National Award info package.*

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But the barber also never got around to working on the restoration and in 2005 John was able to buy the car back. It was almost in the same condition as before – a total basket case.

The restoration included LeBaron Bonney interior and top kits. The seats had to be built from bare springs and

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**Philadelphia – continued**

the top installed on restored top irons. While the kits have all the materials needed for a specific car, the restorer still has to provide attention to detail and workmanship so that the finished upholstery and top look exactly like the factory originals.

The rumble seat is a nice feature of John’s car. However, how many of us are nimble enough to climb into the seat using those two little steps (shown on the front page photo) that are on the rear fender? And then consider how one climbs out of the seat and back down without stepping on the Folkstone gray finish.

Over the years working in his backyard, and then in 1982 his shop on Liberty Road, John has produced eleven Senior Award cars for himself. Two of the cars have been nominated for a National Award in the past – his 1940 Ford Sedan Delivery twice, and his 1963 Ford Falcon Ranchero. The 1939 Ford cabriolet is John’s first National Award.

The Annual Meeting in Philadelphia was very well attended, as usual, with

more than one thousand AACA members from all over the country coming in for the three days, February 7<sup>th</sup> to 9<sup>th</sup>.

seminar on automotive electrical diagnostics very informative and useful. Tom also attended the Region Presidents’ Dinner Friday night.



*Shown from the left: Al Storrs, John Krupinsky, Lois Krupinsky, Tom Young, Sue Bond, John Young, and Terry Bond at the reception Saturday.*

This year’s meeting featured the Let Freedom Ring reception at the National Constitution Center on Thursday evening, which was attended by 350. The seminars were also well-attended and provided useful information about various makes of cars, restoration topics, collectibles, and other aspects of the hobby. Tom Young found the new

The Trade Show traditionally is decorated with several AACA members’ cars. These are placed among the Trade Show booths and a few are later moved into the Awards Banquet hall. This is a nice touch for a mid-winter event held in a downtown hotel.

At the Awards Banquet on Saturday night, besides the Krupinsky’s National Award, Ted Schneider received a Webmaster Award, his second, for the Club’s website at [www.aaca.org/chesapeake](http://www.aaca.org/chesapeake). And, as announced at the Awards Banquet Saturday evening, the AACA President for 2008 will be Sharon Lee from South Carolina.

We saw several Chesapeake Region members in Philadelphia for all the fun of the Annul Meeting – Mildred and Al Lawson, Sterling Walsh, Al Storrs, John Young, Tom Young, and returning members Sue and Terry Bond; plus Lois and John Krupinsky.



*Cars in the Trade Show clockwise from the left: 1940 Pontiac, 1929 Ford Model A, 1973 Alfa Romeo Montreal, and 1948 Chrysler Town & Country.*

