



SMOKE SIGNALS



The Official Publication of the ANKOKAS, NJ Region AACA

July/August 2025
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This newsletter is a publication of the Ankokas Region of the Antique Automobile Club of America, located in southern New Jersey.

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If you have material that you would like to contribute or you have comments or ideas about the newsletter, please contact the editor, Diana, at newsletter@ankokas.com.



I hope you all are enjoying our warm summer weather and not hiding in the air conditioning too much. A number of shows & events have been cancelled and or postponed due to the hot or wet weather, but we will get through it somehow. Hopefully we will have good weather for our September show at Gateway.

We had a car display set for June at Marlton Gardens but was cancelled by them. It has been tentatively rescheduled for July 24th and I am waiting for confirmation at this time. An email will be sent out to all in a few days to confirm the details.

We had a nice gathering at our membership meeting on June 14th at the Amendola's home with some new members joining us. Thanks again to Tom & Carol.

Take the rest of the summer off, but then be ready to help out at our Gateway show. We will need all hands on deck for this to be a success. Hopefully, we are looking to return to Haddonfield next year. I think we all want that.

A number of our people have been to shows & events and that

documentation is what Diana wants for Smoke Signals. Send her your pictures and stories for publication. (Editor's note: send stories and photos to newsletter@ankokas.com.)

Be well and drive safe, as I might meet you at some old car gathering between now and our September meeting.

*Bob Petters
President Ankokas*



Our president, Bob Petters. Photo by S. Soppe

🎀 Club News 🎀

article by Diana Antinucci

If you haven't visited [our Facebook page](#) lately, David Lee and Nancy Dougherty have made a lot of improvements. If you have gone to a car show, know about a car show or recently won a trophy, please post it to Facebook, along with any photos that you have taken. You can also get the latest news here.

Another good place to find club news and events is [our website](#), www.ankokas.com. The website recently required an update, which is now complete. Users should not see too much difference, as it was the administrative side of things that required updating, but if you encounter any problems, please report them to webmaster@ankokas.com.

Haddonfield is looking for cars for their July 4th parade. If you would like to attend and want more details, call Ken Tomlinson 856-429-5060.

The Marlton Gardens car display scheduled for June

7th was cancelled and rescheduled for Thursday, July 24th. The event will be from 10AM-2PM at Marlton Gardens Senior Living Facility, 405 Lippincott Dr. in Marlton. If you wish to attend, please contact Bob Petters at 856-524-4282 so he can get a head count. This will give the facility an idea of how many parking spaces we need and how many lunches to provide.

Tom Amendola is featured in a couple of YouTube videos on a program called Mike's Classic Auto World / Road Trip. Tom's [1954 Mercury Sun Valley](#) and his [1962 Studebaker Gran Turismo Hawk](#) are featured in two videos.

Our October meeting will be Thursday, October 16th (the week after Hershey). Our breakfast meeting will be on Saturday, November 15, 2025. Our Holiday party will be in December, date TBD. 🎄

🎀 Carl Villone Receives Award 🎀

article by Diana Antinucci, photos by J. Villone

Carl Villone attended the Lincoln Continental Owners Club Mid-America National Meet on June 17-22, 2025, in Cincinnati, Ohio. At the meet, he was awarded the Elliston H. Bell Founders Trophy for the most outstanding Lincoln out of 94 Lincolns and Continentals that were at the show. Dr. Elliston Bell formed the Lincoln and Continental Owners Club in 1953. This trophy is given to a senior Lincoln, at least 25 years old, that has scored at least 97 points at the meet and is chosen by a special judging team. Congratulations for winning with your 1978 Lincoln Continental Mark V Diamond Jubilee, Carl! 🎄



Ankokas Tailgate 2025

article by Diana Antinucci, photos by D. Antinucci and S. Soppe

On June 14, 2025, Tom and Carol Amendola hosted the annual Ankokas tailgate. Everyone brought their own meal, but Carol provided fruit salad and two cakes, strawberry shortcake and chocolate, both delicious. Thank you to tom and Carol for inviting everyone to their lovely home.

We had three new members at the meeting. Michael Stinson recently joined the club and two others, Eric and, will be joining soon. If you see them at one of our events, say hello and make them feel welcome.

The highlights of the day were Tom’s garage full of beautiful cars, bicycles, car models and auto memorabilia and his model train layout. Seriously, there are model train clubs that would be jealous.

And, just to make the day that much more special, Bob had recently celebrated his 80th birthday, so everyone sang Happy Birthday and he got to make a wish and blow out some candles. 🎂



Everyone listens as Bob Petters calls the meeting to order.



Eric Harding.

New Members



Michael Stinson.



Kevin, friend of Bruce McLachlan and Tom Amendola.



Tom's garage of goodies. Cars and bicycles and automobilia! Oh my!



Views of Tom Amendola's model train layout.





Chocolate cake (left) and strawberry shortcake (right) courtesy of Carol Amendola.



Carol Amendola lighting the candles and Bob Petters blowing them out. Make a wish!

Bernie at Memorial Day Parade



Left: Alison Romanelli, Bernie Shuster, Major Steve Pecorelli and Thomas Rodney. Right: Berine driving in the parade with Alison Romanelli in the rear passenger seat. Photos by A. Shuster.

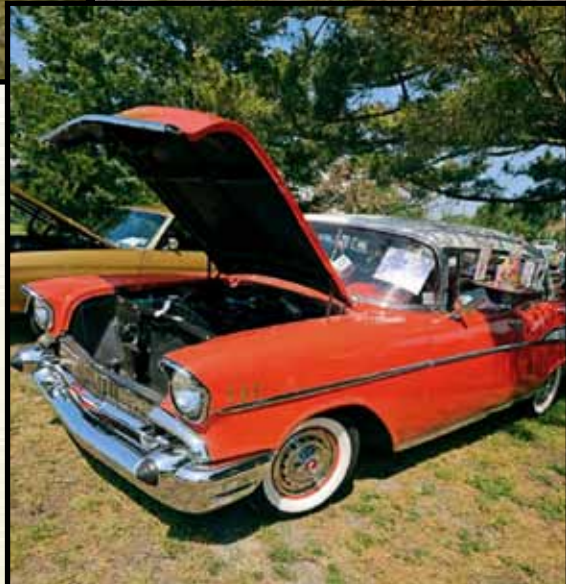
🌿 Ted Maurer Antique Auto Picnic 🌿

On Wednesday, June 18th, Howard and Judy Steinberg, Joe and Nancy Dougherty and Dave Hann went to Ted Maurer's Antique Auto Picnic at the Temple United Methodist Church in Pottstown, PA. The auto picnic is held in conjunction with Cabin Fever Auctions. Attendees are encouraged to bring their 1954 and older cars, trucks, tractors and other vehicles. Thank you to Joe Dougherty for taking these photos and to Judy Steinberg for sending them on to me.



❧ Ocean City Car Show ❧

On Saturday, June 21st, Howard and Judy Steinberg and Joe and Nancy Dougherty attended the 70th Annual Ocean City Dave Blyer and Herb Godfrey Memorial Antique Auto Show and Boardwalk Parade. The show is hosted by the Jersey Cape Region of the AACA at the Ocean City Tabernacle Grounds. Thank you to Nancy Dougherty for taking these photos and to Judy Steinberg for sending them to me. 📷



Meeting Minutes May 8, 2025

Called to order w. Pledge to the flag. Bob and Kathy Petters absent from meeting. New member, Michael Stinson, friend of Carl Villone from the Lincoln owners club. Member Steve Miller brought his wife Barbara to her first meeting. Welcome!!!

Reading of the past meeting minutes was waved as they were published in the newsletter. Treasury balance remains strong. A full report will be presented at the next meeting. Membership remains at 42.

Sunshine – Nancy Dougherty’s new knee is working so well that Bruce MacLachlan got a new knee too. Jane Taylor is doing well and hopes to be at a meeting soon.

Bowling alley show review - Our show was rained out for the primary date and held on the rain date. Nine show cars in attendance. There was a discussion regarding the quality of the trophies. This will be reviewed prior to buying trophies for the September show. At the same time as our show, there was another show at the Echelon Mall a few miles away with over 125 show cars. One Ankokas member had three cars entered in the show, and received a trophy for each car. Flyers for our September show were distributed to all show cars.

Flyers for our September show will be handed out at shows in Cinnaminson, Collingswood, Silver Diner, and Mt. Holly during May. June shows will be identified when the next Showfinder comes out. Thank you Carl Villone, Richard Petrelli, and John Simon for handing out flyers.

Reminder for May 18 display of cars at the Kirby’s Mill open house.

Several members attended the Nickett’s tour. Pictures are in the newsletter.

Cut-off for submissions to the July - August Smoke Signals is June 20. Please send pictures of

you and your car at summer car shows to newsletter @ ankokas.com.

Our tailgate meeting will be Saturday June 14 starting at 4:00 pm at Tom and Carol Amendola’s home. Bring your old car, food and non-alcoholic beverage.

Carl G has name badges.

Several members have cars for sale that will be posted in the newsletter.

Our website is in need of a technology update. We have received a price quote from our vendor. Thanks to Tom McLarney we received a discounted rate. After a discussion, motion was made,

seconded, and approved to spend the money for the update. Steven Soppe is coordinating the work.

Nancy Dougherty and David Lee are working to improve our Facebook page.

September show at Gateway Classic Cars - September 13, all hands will be needed on show day. Show cars will be outside, for sale cars will be inside. Discussion about Mr. Softee, food trucks, local food delivery. Several people will look into these options and will meet to discuss options. Consideration to adding a People Choice award for others to vote on a favorite

car, not the Best of Show car. No separate classes, top 30 plus best in show. No Ankokas cars will be judged for trophies and will not be charged to display their cars.

With no further business, the meeting was adjourned at 7:45 pm. Members enjoyed cookies and refreshments.

Submitted by

Steven Soppe, Secretary



Meeting Minutes June 14, 2025

• The meeting was called to order around 4:45 pm. A huge thank you goes out to Tom and Carol Amendola for hosting the tailgate at their home.

• Welcome new members Mike Stinson and his wife from the Cadillac / LaSalle club and the Lincoln Owners club.

• Welcome new member Eric Harding, a Mopar guy from the Lumberton breakfast club.

• Welcome new members Kevin and Mary, (friends of Bruce M and Tom M) with a beautiful custom '57 Chevy (and matching sweatshirt).

• Kathy provided and updated treasurer's report. We had a significant expense for updates to our website and losses from our bowling alley show. Our current balance is lower than previously, but we are not in trouble.

• Steven reported the updates to our website are done and looking good. One of the new features is the ability to see how much our site is used and where our visitors come from. After five days, we had visitors from towns in New Jersey, Virginia, Pakistan, and South Korea. Over the next few weeks, we will learn how to create some useful reports.

• We have kept the extra trophies from the bowling alley show to be used at a future show.

• Updates on the September Gateway show... We will have a food truck and Mr. Softee on site. Ankokas cars will not be judged, will park in a separate display area, and will not be charged an entry fee. Top 40 trophies to be awarded as judged by Carl. There will be a People's Choice trophy voted on by registrants. There will be a judged Best of Show. At this time we have four sponsors. Bob and Bernie are working on more. Flyers are being handed out to every car at many shows between now and September. Wear your red Ankokas shirt to the Gateway show if you have one.

• There is a new mayor in Haddonfield and he wants Ankokas to do a car show in town on the 4th of July. This cannot be done in such short time. Ankokas cars are asked to join the 4th of July parade. Contact Ken Tomlinson if you would like to participate. Haddonfield

has also asked us to return for a September show in 2026. To be determined at a later time.

• Our next meeting is Thursday September 11, 2025 at Gateway Classic Cars. This will be our only club meeting before the Gateway show on September 13. All members are encouraged to attend the meeting to set final plans for the show.

• Bob and Carl will measure the Gateway parking area and layout the showfield in July. A directors meeting will be held in July / August to revise plans and progress.

• Carl has worked with our trophy supplier to rework some old trophies from the bowling alley and we will be buying some new ones. Cost is approx. \$18.50 per trophy.

• If anyone wants a red Ankokas shirt, we need a minimum of 10 for an order. Contact Nancy Dougherty for a shirt.

• Carl Grossman has badges if you need one.

• Our October meeting will be Thursday October 16 (the week after Hershey). Breakfast meeting will be on Saturday November 15, 2025. Our Holiday party will be in December, date TBD.

• There will be a station wagon car show at the Morgantown Auto Mall on June 21.

• Show flyers for September were given to some people to distribute at other shows.

• The meeting was moved upstairs to see Tom's amazing train layout in operation. Thank you Tom and Carol.



*Submitted by
Steven Soppe, Secretary*

🌸 HPOF Class is Now AACA Original 🌸

article by Dave Bowman, VP - Judging

Since its founding, AACA has been dedicated to the preservation, restoration, and maintenance of automobiles. In the furtherance of the “preservation” mission, in 1987, the AACA Board of Directors established a program to encourage the saving and display of collector vehicles in their original, as-manufactured condition. This program entitled the “Historical Preservation Original Features (HPOF)” was updated in 2025 to “AACA Original.” The AACA Original program encourages owners of vehicles 25 years old or older, to maintain significant original features in this original condition, and to show them at AACA Nationals. A vehicle may be entirely “original” or it may have certain original features such as paint, chassis, upholstery, engine compartment, etc., that are essentially as delivered. These vehicles will not be point judged. It should be noted, that there is no change to the evaluation process or scoring sheets for this class. A vehicle being evaluated for the first time, if certified, will receive an AACA Original board, AACA Original chip, and an AACA Original badge. The badge should be visibly mounted on the vehicle. No vehicle will be re-certified if it does not display the AACA Original badge. The badge will be engraved with the year awarded.

A vehicle having achieved the AACA Original certification award is now eligible for certification at a subsequent Nationals in order to achieve the Senior AACA Original award. If certified as a Senior AACA Original, the owner will receive an AACA Senior tab to be mounted behind the AACA Original badge on the vehicle and a Senior AACA Original preservation chip for mounting on the board. If the vehicle does not certify at the Senior AACA Original level, it will receive a repeat AACA Original chip provided it meets the AACA Original certification standards. If a vehicle is not certified as a Senior AACA Original, it can be reconsidered for the award if the owner submits a request to the VP Judging. The VP will inform the owner whether the request has been granted or denied. If granted, the vehicle can be entered in a subsequent Nationals to be evaluated

again for the Senior AACA Original award. The vehicle will either be certified at that time as a Senior AACA Original or if it still does not meet the criteria, it may continue to be eligible for repeat AACA Original awards provided it meets the certification standards. If the re-consideration is denied, the vehicle maintains AACA Original status and is eligible to be shown for AACA Original repeat awards at all future AACA Nationals. No previous National First Prize winners are accepted unless they are original and have been maintained to preserve their originality.

An AACA Original certified vehicle that is significantly restored will lose its AACA Original certification.

a. Vehicles that received their First HPOF certification prior to 2025 will be evaluated for Senior AACA Original Status.

i. Vehicles certified as an AACA Original but not a Senior will receive the updated AACA Original Badge engraved for the current year and AACA Original Chip. Vehicles will be eligible for Repeat AACA Original Chips at subsequent showings unless successful at petitioning for a reconsideration from the VP

of Judging.

ii. Vehicles certified as a Senior AACA Original will receive the updated AACA Original Badge engraved for the current year, Senior Tab, and Senior AACA Original Chip. Vehicles will be eligible for Repeat Senior AACA Original Chips at subsequent showings.

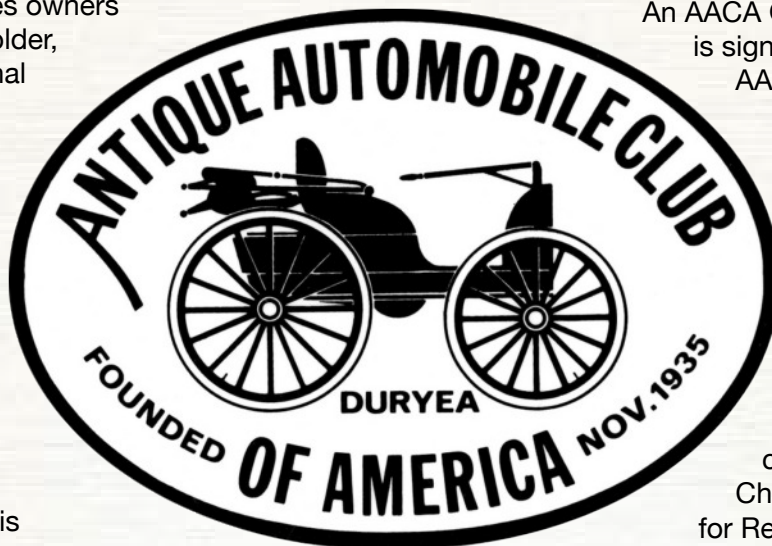
b. Members who choose to either a) not recertify their HPOF vehicle into the AACA Original program at a national show, or b) who wish to have their original HPOF certification date on their AACA Original Badge can purchase updated badges.

i. Purchased AACA Original Badges will be engraved with the year of HPOF Certification at a cost of \$15.00.

ii. HPOF and Repeat HPOF vehicles may only purchase the updated AACA Original Badge.

iii. AACA Original HPOF Vehicles must have both the updated AACA Original Badge and Senior Tab, additional charges may apply.

iv. For Chip replacement, please contact National Headquarters. The former HPOF and AACA Original HPOF chips are no longer available.



In-Wheel Motors

article by Diana Antinucci

Back in the March/April 2020 edition of Smoke Signals, I wrote an article about in-wheel motors, “Reinventing the Wheel”. At the time, very few major auto manufacturers were working on the project and there were no commercially available vehicles that had in-wheel motors. Well, some things have changed and it’s time to wheel out an update.

First, let’s review some things. In-wheel motors can be used in electric vehicles and are built as part of the wheel, supplying power to either each of the front or rear wheels (front- or rear-wheel drive) or all of the wheels (all-wheel drive). By delivering power directly to the wheel, the transmission, differential, drive shaft and axles can all be eliminated. By eliminating these components and producing power directly where it’s needed, less energy is lost, increasing efficiency and possibly increasing driving range. Also, regenerative braking becomes more efficient. And because you have eliminated the number of moving parts, there are fewer parts that can fail, decreasing the number of repairs made over time.

With the motor located at the wheel, torque can be managed at each wheel, increasing the stability of the vehicle and allowing for better cornering, better braking and possibly eliminating the need for roll bars. All of this torque control could have major implications for racing.

With so many parts relocated to the wheels, auto designers could increase and change interior spaces. Designs could also become more modular. For example, changing a car from rear-wheel, front-wheel or all-wheel drive just means rearranging the number and location of the motors. This modularity could also reduce manufacturing costs.

In-wheel motors aren’t new technology. Wellington Adams from St. Louis received a patent for this idea in 1884, although he accomplished it through some complicated gearing. Ferdinand Porsche raced a car with electric in-wheel motors in 1897. So, what happened? Why aren’t we all driving cars with in-wheel motors? In-wheel motors work with electric vehicles, which fell out of favor when gas-powered motors came to prominence and we’ve been stuck in that world until very recently. With renewed interest in electric vehicles, interest in in-wheel motors returned. In 2008, Michelin introduced their concept Active Wheel, but it never made it to production. In 2013, Nissan introduced their concept car with in-wheel motors, called the BladeGlider, but it also did not make it into production. At the 2019 Tokyo Motor

Show, Lexus introduced the LF-30 concept car with in-wheel motors. It is still listed as a concept on their website (<https://discoverlexus.com/models/lf-30>). Sadly, it too was never produced. One vehicle with in-wheel motors was actually produced in very limited numbers for the 2023 model year was the Lordstown Endurance truck. Unfortunately, Lordstown filed for bankruptcy after only producing trucks in the double digits.

There are also some challenges that come with in-wheel motors. One is unsprung weight or any weight in a vehicle that is not supported by the vehicle’s suspension. So, in a traditional vehicle, your axles, wheel bearings, wheel hubs, brakes, tires and some portion of the driveshafts, springs, shock absorbers and suspension links all become unsprung weight. This is a problem because unsprung weight has a detrimental effect on handling, ride and wheel control issues, especially under hard acceleration or braking and can lead to severe wheel

hop, compromising control of the vehicle. When in-wheel motors are used for lightweight city or light-commercial vehicles, these issues are less problematic. Also, because some of the factors are redundant with in-wheel motors (the unsprung weight for your axles, wheel bearings, wheel hubs, brakes, tires, etc. is still unsprung weight, whether it’s a conventional vehicle or has in-wheel motors) the real boost to unsprung weight in each wheel could be as little as 35 pounds.

Because the motors are part of the wheel, they are exposed to water, dirt, road debris and other environmental conditions that could increase wear and tear. The in-wheel motors are more complex than traditional motor set-ups and that will increase the initial development and production cost, but these could be off-set by savings in a simpler overall design

and better efficiency. The complexity of the in-wheel motor may also make it more costly to replace. In-wheel motors also produce heat that needs to be dissipated, but must rely on smaller cooling systems than traditional motors.

Another major hurdle is acceptance. To be successful, in-wheel motors would have to be accepted by the consumer as reliable technology. They also have to be accepted by electric vehicle makers. To be used to full advantage, in-wheel motors would have to be part of a new car, designed with in-wheel motors in mind from the start. In-wheel motors could boost range and efficiency by 20% and lower the overall manufacturing costs by 20% as well. But, it would require a large investment up front.



Lohner-Porsche electric wheel hub motor from 1900, now in the Porsche Museum in Germany. Photo by Morio and used under the Creative Commons Attribution-Share Alike 3.0 Unported license.

In-Wheel Motors continued from page 11

With all that said, what's in the works? Toyota filed a patent for in-wheel motors in October 2023 and Hyundai has two patents for in-wheel motors and has actually produced an in-wheel motor that they are currently testing on the IONIQ 5 and hope to get it into mass production soon.

Elaphe Propulsion Technologies, a Slovenian company, displayed their in-wheel motor at CES 2025 in January. Elaphe already designed the in-wheel motor that was used on the production models of the Lordstown Endurance truck. Now they have a revised motor called the Sonic 1, designed for racing and high-performance cars, but they say are likely to be seen in production model cars in 2026. The Sonic 1, made to fit a 21-inch wheel, makes up to 268 hp and 737 lb-ft of torque. That torque could be delivered to the motor in just four milliseconds, 20 times faster than the current fastest inboard motor. The Sonic 1 was developed in partnership with McLaren Applied Technologies, which built the inverter and developed the software. They are also developing the Sonic 1 to fit a 24-inch wheel to be put into an Italdesign's Quintessenza supertruck with a hypothetical 2,150 hp. As for durability, Elaphe has improved the lifetime of its motor from an initial 150,000 miles to 300,000 miles. McLaren and Elaphe expect to produce the in-wheel motor in high volumes by 2030.

Also at the 2025 CES was Finnish company Donut Motors, a spin-off of Verge Motorcycles. Their new in-wheel motor, the Donut Motor, is in its second generation and comes in five sizes. Their in-wheel motor designed for 21-inch car wheels produces 845 hp and 3,172 lb-ft of torque and weighs only 88 pounds. If all four wheels have an in-wheel Donut Motor, that's an eye-popping 3,380 hp. In comparison, Tesla's electric motor produces 754 hp and 687 ft-lb of torque. Doubtless, while this supercar kind of power is possible, it will most likely be scaled down a bit for the average driver. It's also half the cost to produce compared to other electric motors. Among the other sizes is a 17-inch motor for motorcycles with 201 hp and weighing only 37 pounds, a 12-inch motor for scooters with 20 hp, a tiny 4.7-inch motor for drones with 4 hp

and a motor designed for semi-trucks with 268 hp and 2,212 lb-ft of torque. Verge motorcycle already sells a motorcycle with a Donut Motor, with a 0-60 mph of only 2.5 seconds for the TS Ultra (<https://www.vergemotorcycles.com/ts-ultra>).

Protean Electric is currently on the fifth generation of their in-wheel motor, designed for passenger cars and light commercial vehicles and began production in 2023. The 18-inch motor produces 107 hp and 922 lb-ft of torque. Protean has other sizes of in-wheel motors as well. Protean in-wheel motors are being used in Bedeo's Reborn Electric retrofit solution and ConMet's PreSet Plus eHub refrigerated trailers.

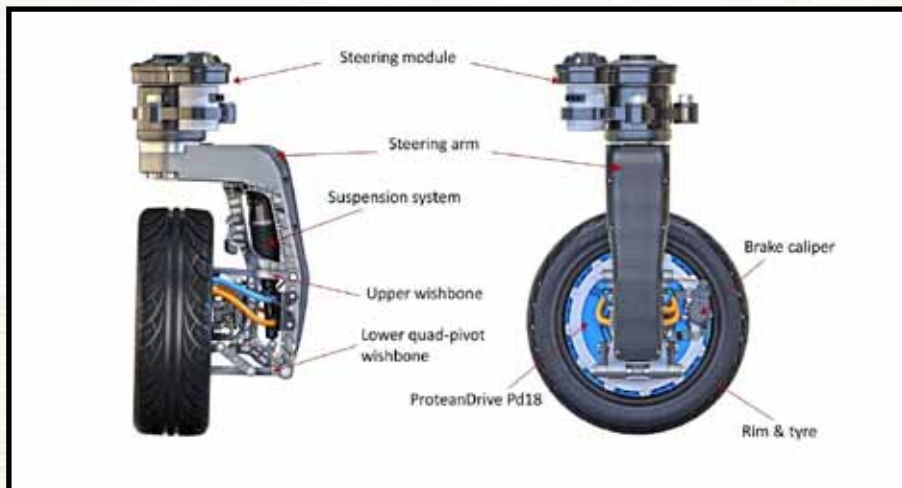
Ferrari filed a patent for an in-wheel motor in April 2023 and a prototype of their fully electric F244 was spotted doing cold weather testing in Sweden with in-wheel motors. The F244 is set to be revealed in October 2025. The F244R is advertised with 905 hp, 727 lb-ft of torque and a 0-60 of 2.95 seconds. The rumored cost is just over \$570,000 and production is expected to be limited.

BMW was spotted testing a new prototype with possible in-wheel motors in July 2024. Add to this that BMW Startup Garage is partnering with DeepDrive, which has built a dual-rotor technology which combines two electric motors into one with a stator that drives both the internal and external rotor. This motor can be used in-wheel or in traditional drive systems. Small scale production is set to start in 2026, with larger scale production expected in 2028. BMW is not the only one interested in DeepDrive. They have also collaborated with Continental and they won the German Innovation Award.

Renault will release their Renault 5 Turbo 3E in 2027, a tribute to the 1980 Renault 5 Turbo, the first French model with a turbocharged gas

engine. The 1980 Renault 5 Turbo produced 160 hp, but the new Renault 5 Turbo 3E with in-wheel motors in each rear wheel will produce a total of 536 hp, a top speed of 168 mph and a 0-60 just under 3.5 seconds. Unfortunately, it will be limited to only 1,980 cars only available in Europe, the Middle East, Japan and Australia. As of April 2025, the first batch of 700 reservations were filled.

There may be some big changes on the horizon and I'll do my best to keep you up-to-date.



Top: Protean Electric Pd 18 inch in-wheel motor. Photo by Protean Electric and used under the Creative Commons Attribution-Share Alike 4.0 International license. Bottom: Protean 360+ wheel design using the Protean Pd 18 inch in-wheel motor. Photo by Protean Electric and used under the Creative Commons Attribution-Share Alike 4.0 International license.



It Caught My Eye

Mitsubishi Mini Cab

article and photos by Diana Antinucci

Let me introduce you to the Mitsubishi Minicab! I first saw this cute little 1995 Minicab on May 24th at the Collingswood May Fair and then I saw it again on May 26th at the Silver Diner Memorial Day Show. It's weird, it's wonderful and seeing it twice, I knew it was meant to be.

Intro to Kei Trucks

The Mitsubishi Minicab is a class of vehicle known in Japan as a kei truck, or keitora (kei meaning compact, but sometimes translated as miniature when referring to vehicles). The first kei truck was introduced in Japan as the Kurogane Baby, manufactured from 1959 to 1962. These replaced earlier three-wheeled trucks called san-rin, which were popular before WWII.

Kei vehicles are popular mostly because of the tax system in Japan. There are two main annual vehicle taxes in Japan. One is the vehicle acquisition tax based on vehicle weight and the other is the annual road tax based on engine size and vehicle class. The smaller the vehicle, the less paid in annual taxes. They are very popular in agriculture, construction, fisheries and as emergency vehicles. We had a tiny firetruck at our Haddonfield car show in 2022.

Kei-class vehicles must meet certain requirements. They can be no more than 11.15 feet in length, no more than 4.86 feet in width, no more than 6.56 feet in height and the engine cannot exceed 660cc. Because of the size restrictions, most kei trucks follow the cab over design and have a six-foot truck bed with fold-down sides. Dump beds, scissor-lift beds and van bodies are also available. Size restrictions also affect payload and towing capacity.

Almost all Japanese car makers build kei trucks, but they are only sold on the Japanese domestic market and in some other Asian countries. New kei trucks are not sold in the US as they do not meet Federal Motor Vehicle Safety Standards or EPA emissions standards. They also cannot achieve US highway speeds. The first used kei trucks that came to the US were for off-road use only, mostly by farmers and hunters. Beginning in about 2010, kei trucks became more popular in the US, used on campuses, golf courses, small business transportation and for private recreation.

Kei vehicles 25 years or older can be imported with few restrictions, but state and local rules vary, including speed limits, highway access and state safety and emission requirements. Be sure you are familiar with your local and state regulations.

The Mitsubishi Minicab was produced from 1966 to today, but true Minicabs ended production in 2014, afterwards becoming rebadged Suzuki Carrys or Everys. More information about the different generations can be found below. If you are interested in a Mitsubishi Minicab, sales range from \$3,750 to \$17,000 and average \$7,286.

The Mitsubishi Minicab First Generation

Production of the Minicab was begun in 1966, with the code name LT30, to replace the 360 trucklet. It had an air-cooled, two-stroke, 359cc engine and the bed had cargo gates on three sides. A van version was produced in 1968. This first generation was produced until 1971 and 224,766 were built.

Second Generation

In 1971, the Minicab got a new interior, front wishbone suspension, rear leaf spring suspension and longer cargo bed. It also got all new bodywork and rectangular headlamps. Now known as the Minicab EL, it was only available as a truck, with the old LT30 version of the van continuing until 1976. The new truck was available with a standard bed or dropside bed in Standard, Deluxe or Super Deluxe trim levels. In 1972, a panel van with a water-cooled engine was added to the line-up, the Minicab W (W for water-cooled). In 1975, the Minicab got a Mitsubishi Clean Air (MCA) engine. Almost 210,000 of the second generation Minicab were produced.



Mitsubishi Minicab at the Silver Diner Memorial Day Show.

Third Generation

In April 1976, the Minicab was increased in length and was given the 471cc Vulcan S engine from Mitsubishi's car line. The new Minicab featured a windshield defroster, center console box and central ventilation system. In April 1977, it was widened and was upgraded to a 546cc engine and given the moniker "Minicab Wide 55". It was not changed again until 1979, when the grill was changed and horsepower was very slightly increased. In 1981, the engine was again changed and the "Wide 55" was dropped from the name. In 1982, the flat-

No One at the Wheel continued from page 13

floor van model was given double-wall construction, allowing for a flat and open cargo area. In the same year, a four-wheel drive model was introduced. There were 768,393 third generation Minicabs built.

Fourth Generation

In June 1984, the Minicab received angular headlamps, larger windows for improved visibility, rear window wiper, electronic locking rear gate and power brakes. Ten truck variations were offered and fifteen van variations, both front- four-wheel drive, including four-seater model called the Minicab Estate (renamed the Minicab Bravo in January 1989), which offered the first sliding sunroof in its class. More models were offered in February 1985 and the Minicab got a slight facelift in September. In February 1986, a two-wheel drive automatic and a five-speed four-wheel drive model were added to the van line-up. In June 1987, the two-cylinder Vulcan engine was replaced with the three-cylinder cyclone and a supercharged motor was also added to the offerings, the first kei truck to introduce this feature. In August 1988, there was another minor facelift and in January 1990, naturally aspirated motors were upgraded to a 657cc engine and another facelift gave the Minicab larger front and rear bumpers. An off-road only version was offered in the US as the "Mighty Mits" with a left-hand drive and 30hp, 550cc engine. Fourth generation models were produced until November 1990 and 707,348 were built.

Fifth Generation

In February 1991, three new engines were introduced, all 660cc: a four-valve, single overhead camshaft; a five-valve, double overhead camshaft and a two-valve single overhead camshaft. Most Minicabs had a four-speed manual transmission, with a five-speed available on the top model and a three-speed automatic optional on the Minicab TD truck. In all, 66 variations of the Minicab were offered. In January 1992, the Minicab received better waterproofing of its electronics and in January 1993, the five-speed manual transmission became standard for all but one model. In October 1997, the higher trim level of vans and trucks got a fuel injected, 47 hp engine. 723,772 fifth generation Minicabs were produced.

Sixth Generation

Introduced in February 1999, the sixth generation Minicab had a new front design and in April 1999, a wagon called the Town Box was offered. In February 2014, the Mitsubishi Minicab became a rebadged Suzuki Carry, except for the electric Minicab MiEV, which entered the market in 2011 and is still sold today. 419,070 sixth generation Minicabs were sold, excluding the MiEV. There are seventh and eighth generation Mitsubishi Minicabs, but these are also rebadged Suzuki Carrys or Everys.



Mitsubishi Minicab fire engine at our 2022 Haddonfield show.

Ankokas Car Show

at Gateway Classic Cars

(formerly our Haddonfield Car Show)

Saturday, Sept. 13th, 2025

(rain date Sept. 20th)

Day of show \$20, no pre-registration.

Showfield limited to 180 cars.

Cars parked as they arrive.

All vehicles up to and incl. 2010, stock and modified.

Judged show with trophies.

for info: 856-767-4438, info@ankokas.com, www.ankokas.com or
facebook.com/AnkokasRegionACA

All cars must display a fire extinguisher to be judged.

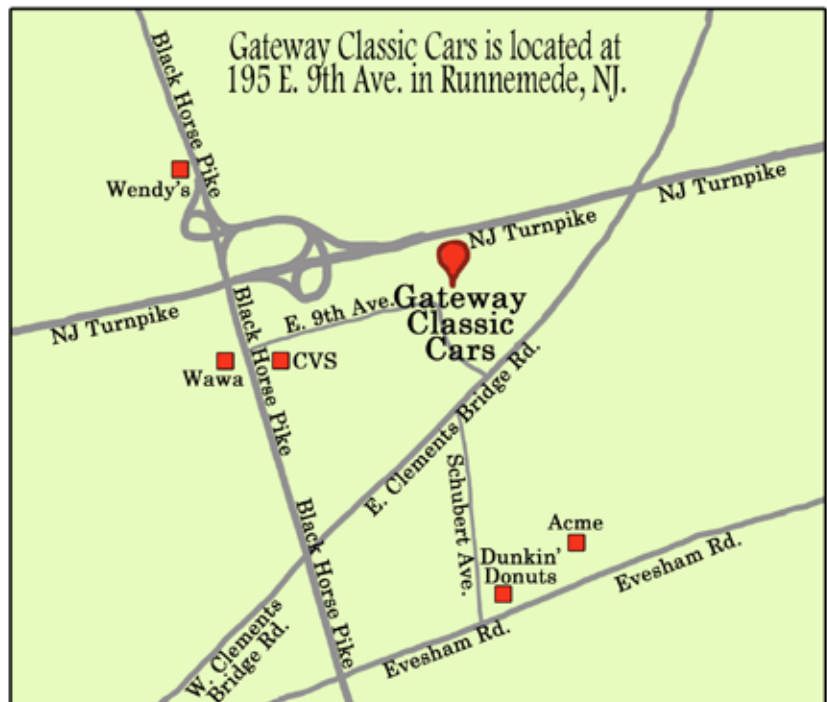
Ankokas Region ACA

Food and restrooms available. Music on-site!

When you've seen all the show cars, walk into Gateway's air-conditioned building and look at even more classic cars!



Showfield opens 9AM.
Registration 9-11AM.
Judging begins at 11AM.
Hoods and trunks open,
doors unlocked.
Trophies at approx. 2PM.
Show limited to 180 cars.
All cars must remain on show field
until awards are completed.
No "For Sale" signs.
Windows must be up and trunks
must be empty.



Ankokas Events 2025

Sept. 11: 7:00PM: Regular Ankokas Meeting. Gateway Classic Cars, 195 9th Ave., Runnemedede.

Sept. 13: 9AM-3PM: Ankokas Car Show at Gateway. See page 15 for flyer.

Oct. 16: 7:00PM: Regular Ankokas Meeting. Gateway Classic Cars, 195 9th Ave., Runnemedede.

Nov. 15: Breakfast meeting. More info to come.

December: Holiday party. Location, date and time TBD. Go to <https://www.ankokas.com/calendar.php> for more current updates.

AACA Calendar 2025

July 24-26: Grand Nationals/Zenith. Dayton, OH.

September 18-20: Southeastern Fall Nationals. Corydon, IN.

October 7-10: Eastern Fall Meet. Hershey, PA. Go to www.aaca.org/Calender/aaca_calendar.html for more information and listings.

Fun Holidays to Celebrate in July & August

July 1: International Joke Day

July 2: Made in America Day

July 4: National Country Music Day

July 10: National Kitten Day

July 13: Embrace Your Geekness Day

July 15: National Give Something Away Day

July 16: World Snake Day

July 18: World Listening Day

July 20: Space Exploration Day

July 22: Hammock Day

July 25: National Carousel Day

July 27: National Love is Kind Day

July 29: International Tiger Day

July 30: Paperback Book Day

July 31: Mutts' Day



August 1: National Pinball Day

August 4: US Coast Guard Day

August 7: National Lighthouse Day

August 9: Smokey Bear Day

August 12: National Vinyl Record Day

August 14: Navajo Code Talkers Day

August 15: Tomatoes Galore Day

August 16: Roller Coaster Day

August 19: Aviation Day

August 20: National Radio Day

August 24: Vesuvius Day

August 26: National Dog Day

August 29: More Herbs, Less Salt Day

August 30: Frankenstein Day

August 31: National Eat Outside Day

Local Events

July 4: 8AM-12PM. 4th of July Breakfast Show at the Silver Diner. 2131 Rt. 38, Chrry Hill. Registration \$20, DOS only. Registration 8-10AM. Trophies 12PM. Call Steve 609-790-6544.

July 12: 10AM-2PM (rain date 8/9). Waterford Car Show. Waterford Township Municipal Complex, 2131 Auburn Ave., Atco. \$20 DOS. Registration 9-11AM. Indoor restrooms, food trucks, DJ. Top 50 plus 3 Best of Show. Call Tom 856-524-2588.

July 17: 6-8PM. Cruzin' on the River Cruise Night & Concert. Riverfront Promenade, High St. & Pearl Blvd., Burlington. All makes and models, cars and motorcycles. Food vendors, trophies, live bands, door prizes. Donations accepted for "Adopt-a-Dog Trust. Call Lisa Schiller 609-351-7629.

July 26: 9AM-2PM (rain date 8/2): 10th Annual St. Paul's school Car Show. St. Paul's School, 250 James St., Burlington. \$20 pre-reg strongly recommended. Free

coffe and donut, DJ, indoor restrooms, cafeteria with AC, raffles and Giveaways. All years & makes. Call George 609-234-5135.

August 2: 4-8PM (rain date 8/9). 4th Annual Rebecca "Becky" Scott Car Show. Mainline Shopping Center, 1210 North Route 130, Cinnaminson. \$15 pre-reg, \$20 DOS. Registration 4-7PM. Judging closes at 7PM. Supports Cinnaminson's Fire Department's Paint the Town Pink Fundraising Campaign. Top 40 plus special trophies. Concessions, restrooms, music. Call George Ferris 856-304-3734.

August 21: 6-8PM. Cruzin' on the River Cruise Night & Concert. Riverfront Promenade, High St. & Pearl Blvd., Burlington. All makes and models, cars and motorcycles. Food vendors, trophies, live bands, door prizes. Donations accepted for "Adopt-a-Dog Trust. Call Lisa Schiller 609-351-7629.

🎪 The First Drive-In Theater 🎪

Summer is here and for some of us this can bring back fond memories of days gone by. Some of those memories might be of going to the drive-in theater and I thought we could explore some New Jersey history while walking down memory lane, because the very first drive-in theater opened on Admiral Wilson Boulevard in Pennsauken, New Jersey on June 6, 1933.

The drive-in theater was invented by Richard Milton Hollingshead, Jr. He got his start as a sales manager at his father's Whiz Auto Products Company in Camden and then opened the R. M. Hollingshead Corporation chemical plant, also in Camden. The story behind the inspiration for the drive-in is that his mother was very tall and found theater seats very uncomfortable, telling her son that the seats in her car were more comfortable.

First came some experimentation in his own driveway. He mounted a 1928 Kodak projector to the hood of his car, hung a screen between a couple of trees and mounted a radio behind the screen. Once he had this worked out, he lined up two cars, one behind the other, and put blocks under the front tires, adjusting the height until both cars had a good view of the screen. He continued to experiment for weeks and received a patent for the drive-in theater in May 1933. His original design for the drive-in included a series of ramps, but this was ultimately too pricey to build and maintain.

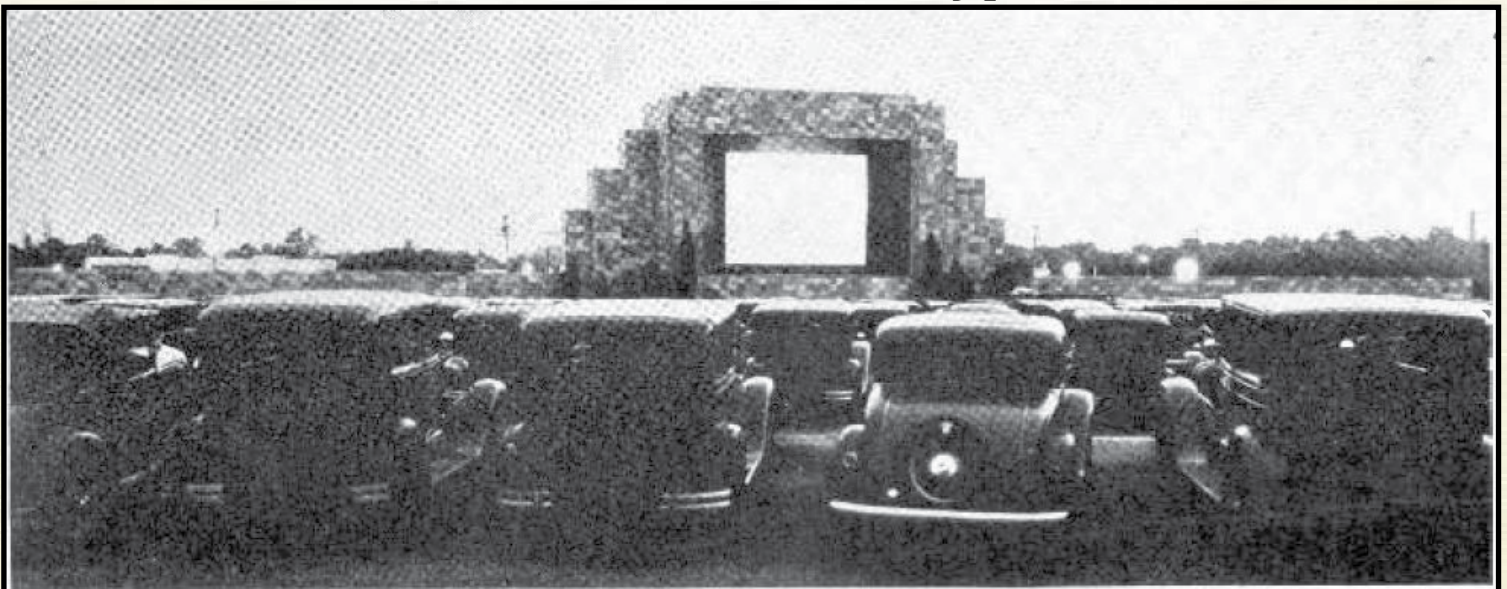
Park-In Theaters, Inc. opened less than a month later, with an initial investment of \$30,000 (almost \$742,000 today in 2025). Admission was 25 cents per car plus 25 cents per person, up to a \$1.00 total. The screen was either 30x40 feet or 40x50 feet, accounts vary and the lot could hold 400 cars. Those 400 spots were sold out on the opening night for the showing of "Wives Beware", a British comedy originally released as "Two White Arms" in the UK.

It seems that the only major problem for the theater was sound quality. The original set-up had three RCA Victor speakers mounted to the screen, but the sound was too loud for those closest to the screen, not audible for those farthest away and annoying for the neighbors. Hollingshead went back to RCA for a solution and they came up with a small speaker that could be mounted to each car.

Hollingshead's theater was a resounding success, with people visiting from 43 different states that first summer. His theater also made it into the August 1933 edition of Popular Science. With that success came some headaches. He had a patent, but for years other entrepreneurs ignored his patent and built their own theaters, taking business from Hollingshead. He sued, but the legal fees were high and he saw little in recovered royalties. To make matters worse, this was the time of the studio system and Hollingshead had to pay \$400 or more for each movie he showed and many of these had already made their way through traditional theaters.

In 1935, Hollingshead sold the theater and everything was relocated to Union, New Jersey. Hollingshead's patent was eventually overturned in 1949 and drive-in theaters began populating the American landscape. By 1958, there were almost 5,000 drive-in theaters and they remained popular through the 1960s. After this began a slow decline for the drive-in. The proliferation of inside theaters, multiplexes, cable TV and home video contributed to the decline. To make matters worse, the fuel crisis of the 1970s meant that people were taking their cars out less and land values were on the rise, with theater owners selling out to developers.

By 2020, there were only 549 drive-in theaters left. Today there are under 300. In New Jersey, only one drive-in remains and that is the [Delsea Drive-In](#) in Vineland, which dates back to the 1940s.



First drive-in theater in Camden, NJ in 1933. Photo from Electronics Magazine Volume 6 August 1933. Public domain.

National Parks Find-A-Word

National Park Service Day is August 25th! Find each word in the puzzle. Answers on page 19.

- | | | |
|---------------------|----------------------|-----------------|
| 1. ACADIA | 11. GREAT SAND DUNES | 21. SHENANDOAH |
| 2. ARCHES | 12. HOT SPRINGS | 22. WHITE SANDS |
| 3. BIG BEND | 13. JOSHUA TREE | 23. WIND CAVE |
| 4. CARLSBAD CAVERNS | 14. MAMMOTH CAVE | 24. YELLOWSTONE |
| 5. CRATER LAKE | 15. MESA VERDE | 25. YOSEMITE |
| 6. DEATH VALLEY | 16. MOUNT RAINIER | 26. ZION |
| 7. EVERGLADES | 17. OLYMPIC | |
| 8. GLACIER | 18. PETRIFIED FOREST | |
| 9. GRAND CANYON | 19. REDWOOD | |
| 10. GRAND TETON | 20. SEQUOIA | |



A P E T R I F I E D F O R E S T E
 M B V A L L C H O G R A N S A N Y
 A I E C A V R O C R O R M H I T O
 M G R A M M A T H A R E O E Y E S
 M B G R E A T S A N D D U N E S E
 O E L L S R E P C D E W N A L E M
 T N A S A C R R A C A O T N L Q I
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 L J O S H U A T R E E D T E T O N
 A R C H D E A T H F O R E S T S D
 D A Y W I N D C A V E R G L A D S

Letter From The Editor

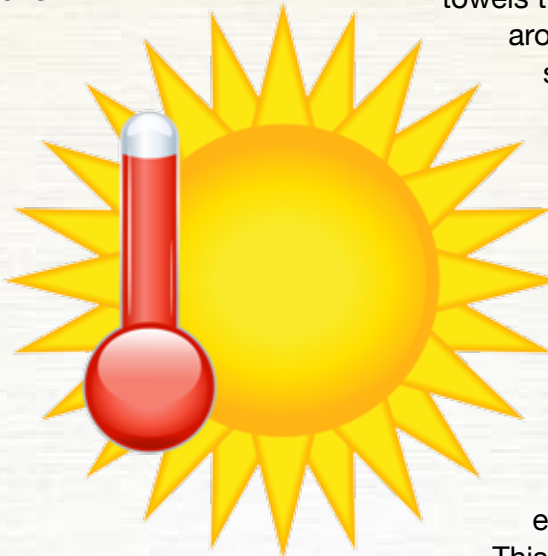
article by *Diana Antinucci*

Here we are in July and the heat is on! As older people, we can't deal with the heat as well as we did when we were young. In addition, some of us may have a condition or be on medications that make heat worse. As such, there are precautions

that we all should take when the temperatures rise. Rise to what? Generally speaking, anything above 80°F can be dangerous, especially if engaging in physical activity or the humidity is high.

First, avoid the outdoors when possible. If you must go out, don't go out for extended periods, don't exert yourself with outdoor physical activity and avoid crowds.

Stay hydrated. It's important, so I'll say it again. **STAY HYDRATED!** Drink more water than you usually would and don't wait until you feel thirsty. If you are sweating a lot, try drinking sports drinks or fruit and vegetable juices to replenish the salt and minerals you are losing. Avoid caffeinated, sugary or alcoholic drinks. If your doctor has told you to limit your fluid intake, ask what you should do when it is hot outside.




What you wear can help you beat the heat. Wear loose-fitting, lightweight, light-colored natural fabrics (like cotton). Wear a hat and sunglasses. Some bucket hats are made to be soaked in cool water and then worn, cooling your head. There are also special cooling towels that you dip into water and then wrap around your head or neck. Wear a broad spectrum sunscreen, at least SPF 15, and reapply it often.

If you have air conditioning, stay inside. If you don't have air conditioning or it isn't working, go to a building that has air conditioning during the day, like a shopping mall or library, and keep your shades or blinds closed. Avoid using the oven. Take a cool bath or shower. Open the windows at night. Do not rely solely on a fan for cooling, especially with the windows closed.

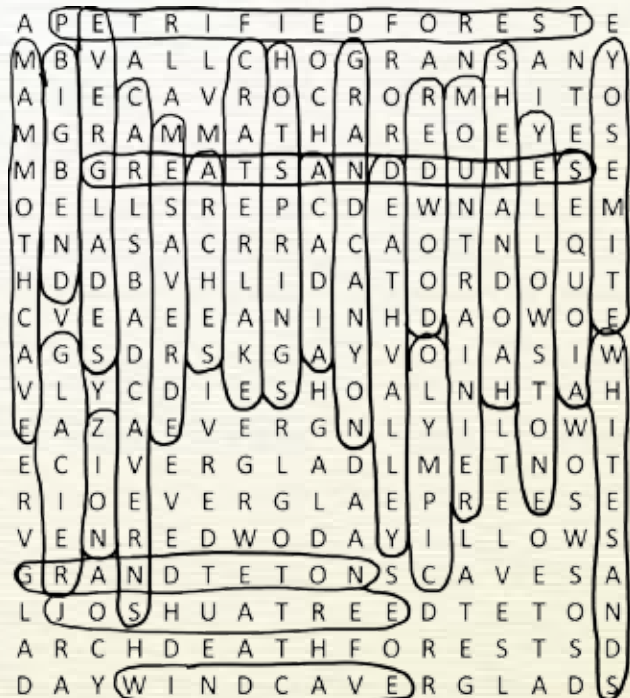
This will only make it worse.

Use the buddy system. Check on your friends and neighbors and have them do the same for you.

To see the different problems caused by heat, their symptoms and how to treat them, go to the [Red Cross website](#) or [The National Institute of Aging](#). 

ANKOKAS REGION, AACA
 ANKOKAS is a southern NJ Region of the AACA dating back to 1964.
 Ankokas Region PO BOX 343 Riverside, NJ 08075
www.ankokas.com info@ankokas.com

<p>BOB PETTERS, PRESIDENT President@ankokas.com 856-767-4438</p> <p>CARL VILLONE, VICE-PRESIDENT VicePresident@ankokas.com 856-227-3006</p> <p>KATHY PETTERS, TREASURER Treasurer@ankokas.com 856-767-4438</p> <p>STEVEN SOPPE, SECRETARY Secretary@ankokas.com 609-848-4843</p> <p>BERNIE SHUSTER PAST PRESIDENT 856-429-7739</p>	<p>JOHN SIMON, DIRECTOR ja_simon@msn.com 856-203-4058</p> <p>KEN TOMLINSON, DIRECTOR kwtomlinson.sr@gmail.com 856-429-5060</p> <p>NANCY J. DOUGHERTY, DIRECTOR njdpinwheeler@aol.com 856-287-2310</p> <p>DIANA ANTINUCCI, DIRECTOR newsletter@ankokas.com 609-848-4843</p>
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Member Marketplace

For Sale: 1985 ASC McClaren 5.0 convertible. Only 86 produced. Air conditioning and heated Rezero seats. Only 16,400 miles. Call Chuck Westen 603-285-2491 or e-mail cwesten@tds.com. 7/1/25

For Sale: 1933 Ford custom rod all power modern options. Chevy LT 1 engine. 1951 Ford Shoebox zz4 350 all modern suspension Etc. 1948 Chevy Fleetmaster 350 chevy Custom rod. 1955 Ford Sunliner, restored factory original. Cars are in a climate controlled garage in Haddonfield. Call Ken Tomlinson 856-429-5060. 5/2/25

Wanted: Garage to rent. 10x18 feet minimum. Would prefer within three miles of Haddonfield. Call Jack Hotz 856-287-0912. 5/2/25

For Sale: 2006 Lexus SC430 Convertible hardtop. Call Mark Klayman 856-220-4030. 5/2/25

For Sale: 1973 Volvo P1800 SE sport wagon. Yellow, automatic, roof rack. \$26,000. Currently at the Classic Car Auto Mall in

Morgantown, PA. Call Steve Matlaga 609-704-2980. 8/31/24

For Sale: 1931 Chevy 4dr "Purple Passion". Belonged to the former Haddonfield mayor, family is selling. There are records of work done to the car. If interested, please e-mail Colleen Bianco-Bezich at c.bianco.bezich@gmail.com. 2/23/24

For Sale: 1931 Buick 4-door Sedan. "Lady Mary".

Exterior dark maroon with black fenders. Interior is original mohair with some repairs to stitching. Original straight-8 engine with 3-speed manual transmission. All original features, very solid car. Some documentation. Asking \$125,000. Call Tom Veevers 856-625-7639. 1/2/23

Wanted: 1950-1970 Ford with air conditioning and automatic transmission. Prefers Ford Mercury. Call Chuck Westen 615-545-5311. 11/1/23



Chuck Westen's 1985 McClaren.

To place an ad in Member Marketplace, please e-mail newsletter@ankokas.com.

Important Reminders!

Our next regular meeting will be on Sept. 11, 2025 at 7:00PM at Gateway Classic Cars, 195 9th Ave., Runnemede. We have been invited to display our cars at Marlton Gardens Senior Living Facility on July 24th. Our annual show is on Sept. 13, 2025 (see page 15 for details). If you wish to volunteer to help with the show, please call Carl Villone at 856-227-3006 or Bob Petters at 856-767-4438.

Smoke Signals

Have a story to contribute to Smoke Signals? Member submissions are always appreciated! Send it to newsletter@ankokas.com.

We're on the Web!

See us at:

www.ankokas.com

facebook.com/ankokasregionaaca

Regular meetings are held on the second Thursday of each month at 7:00PM at Gateway Motors, 195 9th Ave., Runnemede.

Director meetings are held on an "as needed" basis as determined by the officers.



The Ankokas Region would like to thank its sponsors and encourage its members to patronize these businesses whenever possible:



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767 Route 70 East
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Marlton, NJ 08053
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Morgan Stanley is proud to support Ankokas Car Club.
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