



THE BELLTOWN BULLETIN

Belltown Antique Car Club - P.O. Box 211, East Hampton, CT 06424

October, 2015

NEXT MEETING

Wednesday, October 7, 2015 at 7:30 p.m. at the E. Hampton Library

- On the Agenda:
- Autumn Club tour suggestions and any other group activities
 - Update on the Club's annual Holiday Party
 - Social media initiatives and newsletter delivery options for 2016
 - Club officer nominations for 2016

FUEL FOR THOUGHT

That's All, Folks: "For over 100 years, Oldsmobile proudly represented the leadership and innovation of General Motors, winning countless awards and earning a place in automotive history. While GM no longer makes Oldsmobile vehicles, its passion for engineering, technology and design lives on in every Chevrolet, Buick, GMC and Cadillac on the road today."

- GM's tepid epitaph to the defunct Oldsmobile brand, as posted on its placeholder web site, www.oldsmobile.com

CLUB NOTES

At the September 2nd Club meeting there was a recap of our 49th Annual Vintage Motorcar Meet which, by all accounts, was a great success. Nevertheless, we can do some things better in the future. One suggestion heard from show goers was to put the GPS address on the show flyers and promo material. First time visitors can have a hard time finding Haddam Neck, partly because they (and some mapping apps, apparently) may not comprehend the unusual fact that the town of Haddam occupies land on both sides of the CT River.

In terms of show operations, we ought to look at having a two lane entry set-up, one for spectators, one for show cars, in order to reduce traffic back ups into the public roadway. Moreover, our traffic control people are REQUIRED to wear orange safety vests over their Club shirts (nobody did this year). Alternatively, we could get day-glo yellow-green shirts with Club ID just for members to wear while working the shows.

The show field layout needs to be revised to allow more space for the 1930's - 1950's classes behind the pavilion. The layout will also need to accommodate any changes expected for the 50th anniversary show.

Jon Grant expects to meet with his planning committee for the 50th show in the near future. A suggestion was raised to feature a car in the show that kids can sit in and experience up close.

Polly Beckwith will coordinate the annual Club holiday party and handle gift purchases. Sunday, Dec. 13 was proposed as the date, with the same venue (St. Joseph's Church Hall on Rte. 154 in Chester) and caterer (Farrell's) as last year. Update: Polly has since confirmed the availability of the hall and caterer on that date. She will send invitations to all members in a special mailing after the November Club meeting.

Jessica Grant made a presentation to Club members on the benefits of using social media (Facebook, Twitter, Instagram). Social media can help the Club improve awareness, increase membership and engage a younger audience. Members do not have to have their own accounts for this to work, but content contributions would

CLUB NOTES, continued from previous page

be welcomed from everyone. New member John Kezeminski volunteered to be the account administrator, with webmaster Ralph Phil agreeing to be his back-up.

Dept. of Recalls & Recalibration, from the Editor - In the last issue I wrote that our host Larry Emmons had expressed his sincere appreciation to six BACC members for their help in getting things ready for the Club picnic in early August. By mistake I repeated Larry's own name as one of those six volunteers. I meant to type "Roy" as in Roy Hallberg, Jr., whose hard work that day deserves to be recognized. Thank you, Roy!

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Curtis Michael	Oct. 1st	Bill Pope	Oct. 10th
	Sue Reale	Oct. 2nd	John Hartzell	Oct. 10th
	Karl Helming	Oct. 4th	Darlene Gunn	Oct. 15th
	Joe Lombardo	Oct. 4th	Lee Harris	Oct. 16th
	Len Nicholas	Oct. 8th	Audrey Conrad	Oct. 16th
	Ruth Harris	Oct. 8th	Fred Fitch	Oct. 25th
	Theresa Mirecki	Oct. 8th	Steve Mierz	Oct. 26th
	Richard Beckwith	Oct. 9th	Sally Willis	Oct. 26th
	Ron Hodge	Oct. 9th	Fran Miller	Oct. 27th

<u>Happy Anniversary to:</u>	Frank & Nancy Shaw	Oct. 2nd
	Pete & Florence Alison	Oct. 5th
	Charlie & Darlene Gunn	Oct. 6th
	Ron & Barbara Moroch	Oct. 9th
	Ron & Fran Miller	Oct. 15th
	Jon & Jennifer Foote	Oct. 16th
	Curtis & Barbara Michael	Oct. 24th
	Matt & Linda Elgart	Oct. 25th
	Bob & Eleanor Sutton	Oct. 26th
	Bob & Lorraine Clark	Oct. 26th

Other Club Member News, from Bob Hellstrom - Following emergency back surgery at St. Francis Hospital, associate member Zac Mirecki has been making great progress, recuperating at home since Labor Day weekend. Bill Reardon, long-time BACC member and the former commentator at our car shows, is home again after spending a week and a half at Middlesex Hospital in late August. Our condolences to Doug Mackeown and his family, following the passing of Doug's father, Bob, on Sept. 4th in Bloomfield, CT at the age of 92.

HOBBY HEADLINES & HISTORY

50 years ago, the Oldsmobile Div. of General Motors launched the Toronado, a new-for-1966 personal luxury coupe that was noteworthy for being GM's first front-wheel-drive car. The Toronado's bold and sleek exterior design influenced Oldsmobiles for years to come. Production of the Toronado spanned four generations, ending with the 1992 model year, some 12 years prior to the final phase-out of the Oldsmobile brand by GM.

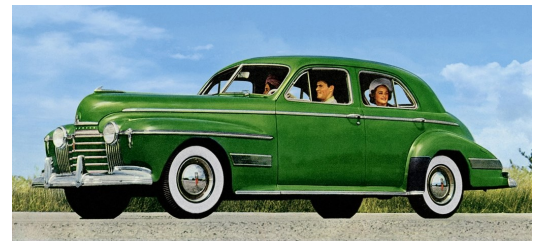
THE “STRAIGHT SIX”

The Bulletin finally got the scoop on BACC member (and newsletter Editor Emeritus) Bob Hellstrom's long-running infatuation with 1941 Oldsmobiles

Q1 – Bob, would you please explain your old car predilections? Bob Hellstrom: We all have our own reasons for being attracted to the collector cars that find a home in our garages. Virtually every one of my cars had some kind of special connection to my earlier days.

When I had been in the hobby for a few years, a well-meaning friend asked me why I collected Oldsmobiles and Buicks, rather than Packards or other more-upscale makes that stood a much greater chance for appreciation in value. Without hesitation, I said that it was because, when I was a kid, I didn't know anyone who owned such prestigious cars. My parents' and grandparents' friends all drove Buicks, Oldsmobiles, and Pontiacs, so I had no emotional connection to the more expensive makes of automobiles.

Q2 – Tell us what sparked your particular interest in 1941 Oldsmobiles. BH: In 1940, my mother underwent extremely serious surgery in one of the largest hospitals in New York City. That same year, my grandfather suffered his first heart attack. At that time, Dad wanted to get the most comfortable and easy to drive car to replace our 1938 Dodge two door sedan that he could to make driving less tedious and easier for my mother. Oldsmobile had introduced its innovative Hydra-Matic automatic transmission just the year before, in the 1940 Oldsmobile. He was an engineer and read everything he could find about the new Hydramatics. They had been virtually bullet-proof in their first year of production. Also, the 98 series Oldsmobiles came with a thicker foam padding under the upholstery, which would give even more comfort for my mother. The same logic led my grandfather to buy his own new 98 sedan. Both Dad's and Grandpa's Olds 98 sedans were equipped with the new Hydra-Matic.



Q3 – Were there other members of your family who were also into Oldsmobiles? BH: Dad's brother, Uncle Ivar, was a minister in New York City, and he bought the smaller Oldsmobile series 66 sedan with the Hydra-Matic. My aunt and uncle in Hartford bought a new 98 sedan, but that uncle was convinced that the new transmission would likely be troublesome down the road, so their Olds had a standard transmission. To demonstrate their wanting to keep with the times, they were the only ones in the family to buy an Oldsmobile with a factory radio. Most of you younger folk are probably unaware that the factory-installed radios in 1941 Oldsmobiles came with a remote-controlled antenna, which was operated via a large round knob mounted on the left side of the dash, through a cable leading to the base of the antenna. Turn the knob clockwise, and the antenna went up. Turn it counter-clockwise, and the antenna went down. Unfortunately, my aunt and uncle's fancy antenna broke in about a month. The dealer could not repair it, and they had to operate the antenna manually, until they sold the car in 1945.

Q4 – Did your uncle's concern about the reliability of the Hydra-Matic prove to be unwarranted? BH: The three family Oldsmobiles with the automatic transmissions never had a problem, and they saw us through World War II. That reminds me, when the announcement came over the radio that the Japanese had surrendered, it seemed as if all the cars that were driving around the lake were blowing their horns in celebration. Dad told me that I could go and blow the horn on our 1941 98 sedan. He forgot to tell me when to stop. I leaned on the horn for at least a minute or two, until smoke started to come from under the dash. I took that as a signal that it would probably be a good time to stop.

Q5 – So, is it fair to say these experiences during the war years had a profound effect? BH: This was the beginning of a life-long affection for 1941 Oldsmobiles. Starting with the purchase of my own 1941 Olds 98

“STRAIGHT SIX” INTERVIEW, continued from previous page

convertible coupe in 1967 and ending (?) several years ago with the purchase of my 1941 little series 66 convertible coupe, which has a standard transmission. The 66 has never been restored, has just 41,000 original miles, and still retains its factory- installed upholstery, door panels, floor mats and trunk lining, as well as the original convertible top boot.

Over the years, I've had a total of fourteen 1941 Oldsmobiles! Eleven of them are now gone. My only other remaining 1941 Olds, besides the previously-referenced 98 and 66 convertible coupes, is my 98 convertible sedan that was restored by Tommy Engle, just a year before his tragic death, about 13 years ago.

Q6 – We were surprised and delighted that you showed one of your 1941 Oldsmobiles at the Belltown Vintage Motorcar Meet in August. BH: My friends Danny Hyde, who now lives in California, and Carl Bjorge from New London came here and made the unrestored 1941 Oldsmobile 66 convertible coupe road worthy for me this summer. (Danny Hyde is the one who restored my 1941 98 convertible coupe some 45 years ago, and he and his wife Shirley have been close friends of mine ever since.) Although I was unable to drive the 66 to the BACC show myself, Peter Christianson was kind enough to do so on my behalf and I am grateful for that.

UPCOMING EVENTS

September 30 - October 4 - Fall Carlisle Collector & Classic Car Swap Meet, Car Corral and Auction, Carlisle, PA. Info at www.carlisleevents.com.

Sunday, October 4 - Middlesex County Historical Society's 30th Annual Car Show & Flea Market at Palmer Field, Rte. 66, Middletown. CT. Rain date: October 11. Judging starts at 11:30 a.m., pre-1990 only. Featured car: a 1933 Packard V-12 Coupe formerly owned by the late Jarvis Barton. Info: call MCHS, 860-346-0746.

Wednesday, October 7 - BACC monthly meeting at the East Hampton Library at 7:30 p.m.

October 7 - 10 - AACA Eastern Reg. Fall Meet, Hershey, PA. Info at www.hersheyaaca.org/fallmeet.html.

Sunday, October 18 - 5th Annual Essex Historical Society Antique Car Show & Fall Foliage Tour (**supported by BACC**). Assemble at 9:30-11:00 a.m. at the E.E. Dickinson factory adjacent to the Essex Steam Train in Centerbrook. After coffee & donuts there will be an EHS presentation about the history of the site, followed by the car tour, which will run through Essex, north along the CT River, across to E. Haddam, south on the east side of the river, and back to the starting point for a picnic lunch. For info go to www.essexhistory.org.

Sunday, December 13 - BACC holiday party at St. Joseph's Church Hall on Rte. 154 in Chester.

BELLTOWN CLASSIFIEDS

Send your sell/wanted ads for cars, parts and hobby-related services to dan12david@yahoo.com

For Sale – 1964 & 65 Chevelle parts. Too much to list, including many N.O.S. parts. Also have 1960's small block Chevy parts, some early Impala and Chevy II N.O.S. parts and lots of misc. Chevy stuff! Call Mark Ogonek, 203-524-6065 or email him at 65chvyss@gmail.com

For Sale – 1941 Ford Flywheel (\$40). Also have a homemade welding cart set up for a MIG welder (\$15) and 2 pairs of 1,000 lb. wheel dollies [1 pair never used] (\$35 a pair). FREE: Plywood storage box, 4'x8'x4'H, suitable for firewood or misc. items. Call Scott MacGregor, 860-388-4418 (days) or 860-399-7641, evenings.

CONNECTICUT AUTOMOBILIA

This month we present Steve Rossi's suggestions as to where you might go here in Central CT to address some common old car needs. Like the man says, "I know a guy for that!"

Air Conditioning Service

Auto Air
55 Nathans Lane
Madison, CT 06443
203-245-0464

Batteries

Battery Shop of New England
69 South Turnpike Road
Wallingford, CT 06492
203-265-2879

Exhaust System Fixes & Fabrication

Meineke
820 Boston Post Road (Rte. 1)
Old Saybrook, CT 06475
860-661-0054

Fuel Injector Ultrasonic Cleaning

Marren Fuel Injection [Marren Motor Sports]
91 Willenbrock Road, Unit B-2
Oxford, CT 06478
203-267-3835

Keys and Locks

Manchester Safe & Lock LLC
649 Main Street
Manchester, CT 06040
860-643-6922
www.manchestersafeandlockllc.com

License Plates - Year of Manufacture

Ron Dombroski
812 Bookbinder
Windsor, CT 06095
860-683-0137

Machine Shop

Accurate Motor Parts & Machine
770 Newfield Street, #11
Middletown, CT 06456
860-635-6646

Magneto Repair

Mark's Magneto
321 McDonald Road
Colchester, CT 06415
860-537-0376

Plating

B.A.R. Plating
30 Powers Drive, #7
Meriden, CT 06451
203-630-1046

Radiator & Fuel Tank Cleaning & Sealing

Auto Radiator Hospital
91 Connecticut Boulevard
East Hartford, CT 06108
860-569-4168

Salvage Parts

East Coast Salvage
733 Killingworth Road (Rte. 81)
Higganum, CT 06441
860-345-4591

Sandblasting

Brian DeWolf
8 Matthews Drive
East Haddam, CT 06423
860-891-8273

Tire Mounting & Balancing (New or Old)

Mike's Auto Service
1573 Saybrook Road (Rte. 154)
Haddam, CT 06438
860-345-7700

Tires, Modern (Order on-line, Pick-up)

Tire Rack Warehouse, Northeast
100 International Drive
Windsor, CT 06095
877-353-5082
www.tirerack.com

Tires, Used

Underpass Used Auto Parts
1125 South Broad Street
Wallingford, CT 06492
203-235-7283

And, when you inevitably need parts on Sunday...

NAPA - Conn. Distribution Center & Store
1260 Newfield Street
Middletown, CT 06457
860-632-0661

WASN'T THAT 'SPECIAL'!

Unmuffled Exhaust from the Editor

While moseying around the All Buick Show presented by the Buick Club of America Yankee Chapter, held at Wallingford Buick-GMC on August 16th, I asked myself, "Is there another car brand with a history of model and trim nomenclature as memorable and evocative as Buick?" Buick model and trim level designations such as 'Century', 'Wildcat', 'Electra 225', and 'Skylark' really hit the Nail on the Head, if you know what I mean. And what sounds more commanding than 'Roadmaster'? What could be more compelling than 'Riviera'?

Admittedly, things have tended to go downhill for Buick in the last couple of decades. 'Reatta' pales in comparison to 'Invicta'; 'LaCrosse' is a lackluster follow up to 'LeSabre'. Buick didn't recapture its past glory with their new-fangled SUV names, either – 'Encore' and 'Enclave' are not exactly what I'd call, "*En-spired.*" At least the Buick folks haven't tried to be Euro-trendy and gone all alpha-numeric on us.

Even so, Buick had a great run for awhile. By comparison, Ford has been more of a mixed bag when it comes to names. Their best includes 'Galaxie', 'Falcon' and, of course, 'Mustang', the latter two exhibiting great staying power in Australia and the U.S., respectively. 'Thunderbird' ranks as a memorable moniker also, even if T-Birds became "too fat to fly" as time went on. On the ho-hum side, 'Fairlane' was probably best appreciated by members of the Ford family and their inner circle (the Ford Estate in Dearborn is called "Fair Lane"), while the subsequent 'Fairmont' was forgettable both as a name and an automobile. I'll tip my hat to 'Country Squire' even if 'Crown Victoria' never earned my allegiance. While 'Pinto' was cute, as was the car, its infamous tendency to go up in flames in a rear crash sort of darkens my enthusiasm for it.

Perhaps because I am one, 'Taurus' is OK by me - it's better than 'Tempo' and just about anything that has followed from Ford. The current 'Fusion' (eh!) was supposed to have been the reborn 'Futura', but Pep Boys objected (they named a line of tires 'Futura' after Ford let their trademark lapse.) Neither 'Flex' nor the now defunct 'Freestyle' deserve to be heard from again, the virtues of the vehicles themselves notwithstanding.

Ford's SUV family has been handled better and more consistently than its cars, even if 'Escape' as a part of the hierarchy of 'Explorer' – 'Expedition' – 'Excursion' might invite the common mispronunciation of the name as "*Ex-cape.*" Alright, maybe I'm being way too picky.

It pays to keep your trademarks current, especially when you have a storied history to draw on, like Buick. In retrospect, Ford should have paid whatever Manny, Moe and Jack were asking to go "Back to the 'Futura'."



Photos by Dan David

AD-DENDUM*Challenge your brand recognition IQ*

“The Shape of Things to Come.”

This headline was used in connection with the debut of which all-new car:

- a) 1975 Triumph TR7
- b) 1934 Chrysler Airflow
- c) 1966 Oldsmobile Toronado

*The correct answer to last month's Ad-Dendum, “If it isn't Valve-In-Head, it isn't a _____.” - Buick***NEXT ISSUE**

The copy and classified ad deadline for the November issue of *The Belltown Bulletin* is October 23, 2015. The planned printing date is October 26. Send your newsletter suggestions to dan12david@yahoo.com.

The *2016 Membership Application/Renewal* form will be enclosed with the mailed copy of the November issue.

Please note, regarding the November issue: In addition to the traditional printed copy of the newsletter delivered by the Postal Service, members with an email address on file will also receive a PDF copy of the November newsletter via an email to be sent the day after the printed newsletters go in the mail. This will be done as a test to see if internet-connected members would prefer newsletter delivery by email in the future. This PDF copy will be the same as the one posted later on the Club web site, meaning that color photography will be featured (the paper newsletters will remain black & white). At the November meeting we can discuss whether or not the Club ought to use email as the primary means to deliver the newsletter in 2016 except, of course, for those members who do not have their own email accounts, or, who do have email but choose to opt out of having email delivery for the newsletter. If the email proposal is approved, newsletter delivery in 2016 would be by one method or the other, but not both, otherwise there would be no cost savings to the Club.

BELLTOWN ANTIQUE CAR CLUB

President - Bob Sutton

Directors - Scott MacGregor & Mark Hoydilla

Vice President - Phil Guertin

Sunshine Chairperson - Polly Beckwith (860-345-4256)

Secretary - Peter Christianson

Newsletter Editor - Dan David (dan12david@yahoo.com)

Treasurer - Maureen Hartzell

Editor Emeritus - Bob Hellstrom

Club web site - www.belltownantiquecarclub.orgClub e-mail address - belltowncarclub@gmail.com

Club mailing address - BACC, P.O. Box 211, East Hampton, CT 06424

Membership Roster as of 9/5/2015: There are now 88 club members (incl. 14 lifetime members).
48 members (55%) presently have an email address on file.

October Reminders:

- As the collector car show season winds down, it is a good time to think about what needs doing to keep your favorite ride(s) running in top condition. Giving consideration to what requires attention prior to winter storage and arranging to get it done (by yourself or by someone else) will help ensure that your old car(s) will be ready for the road when springtime arrives.

- Check out BACC's new Facebook page, <https://www.facebook.com/pages/BACC-Belltown-Antique-Car-Club/116729245345421>. It's been up and running since early September!



“The End is Near.”

Local infrastructure improvement projects disrupted traffic all over the valley area this summer. Ivoryton, Deep River and Chester, west of the CT River, and East Had-dam and East Hampton over on the sunrise side were just a few of the towns with work areas that we often had to divert around. May the long-term benefits justify the short-term inconvenience!

Now, about those highway overpasses that desperately need paint...

Photos by Dan David



RETURN ADDRESS
The Belltown Bulletin
c/o Dan David, Editor
8 Hickory Hill Dr.
Chester, CT 06412-1317