

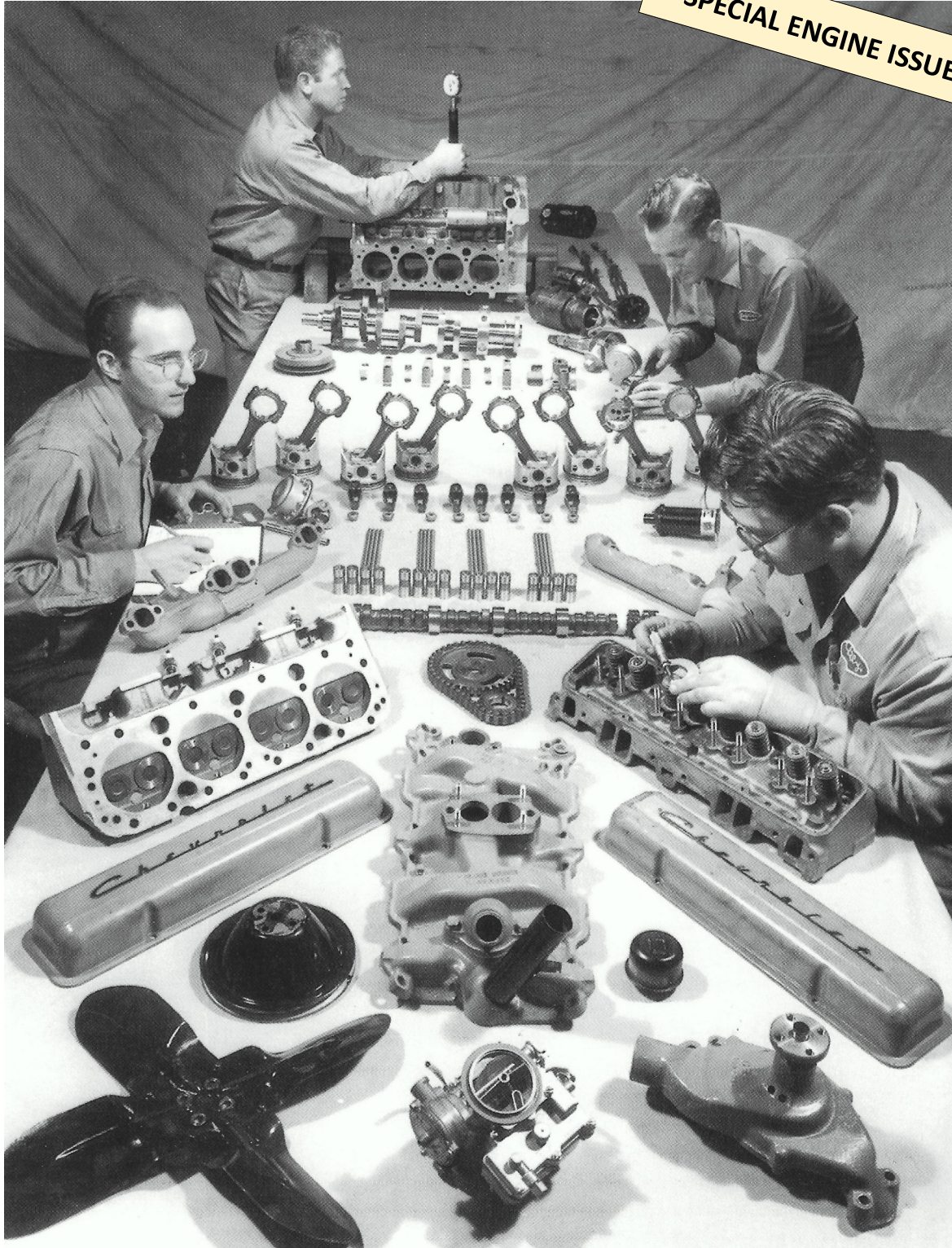


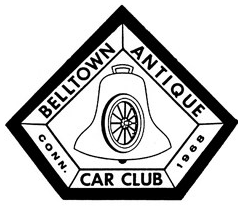
# The Belltown Bulletin

News & information from the Belltown Antique Car Club

February 2024

**SPECIAL ENGINE ISSUE!**





# The Belltown Bulletin



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

February, 2024

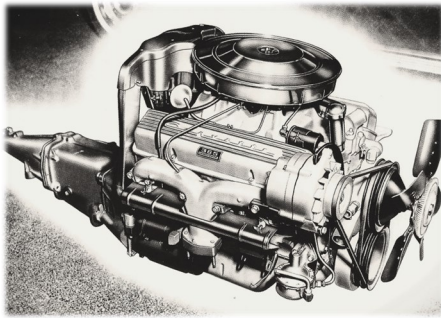
## NEXT MEETING

**Saturday, February 3, 2024 at 1:30 p.m. at Karl Helming's in Portland**

- Timely Topics:
- Status: April Antique Engine & Tractor Meet planning
  - Approval: Flyer for our August Vintage Motorcar Meet
  - Suggestions: First quarter tours and activities
  - Status: Membership renewals

## FUEL FOR THOUGHT

"What is it that makes a great engine? It has to be more than just the provider of a car's motive power. It must earn its place as the car's heart, the generator of its voice, the device that makes a car a living, breathing thing.



"An engine can be great for several reasons. It can be a fantastic piece of metal sculpture, designed by an engineer who was as much artist as scientist. It can be a powerhouse of sonic splendor or brute, iron-fisted force, designed to excite or developed to the same end from humble beginnings. It can be an engine of such beguiling neatness that you have to admire the imagination of its creators. Or it can be, simply, an engine of such huge car-cultural or social significance that it has to be saluted."

- John Simister, author of *Legendary Car Engines*, published by Motorbooks International, 2004

## CLUB NOTES

Our first business meeting of 2024 was held on January 6 at Karl Helming's garage in Portland. Special thanks to *Betty Lichota, Chevi Super, Diane Baker, Joan Frey* and *Karl Helming* for the meeting refreshments and multiple goodies!

### Old Business

*Bill Nitschke* and *Phil Schuster* gave the internal audit report. In October they volunteered to examine the treasurer's last twelve months of records, as stipulated in BACC's By-Laws. Overall they were satisfied that our financials were being capably handled by *Cliff Baker*. Recommendations were made for future audits. Bill and Phil closed by complimenting Cliff on his diligence. The members appreciated all of their efforts and accepted the report as presented.

A decision on the Featured Marque for our 2024 Vintage Motorcar Meet in August was deferred from the November meeting. There was a general consensus around the idea of focusing on early cars made in Connecticut, with some concern expressed that sufficient cars would be registered. As such, expanding this to cars of New England seemed prudent, however, based on a suggestion from *Richard Beckwith*, the final decision was taken to go with the cars of Connecticut and neighboring states. *Dan David* will produce a flyer for review and approval at the February meeting.

The class list for the next Vintage Motorcar Meet, which was distributed with the last newsletter, was approved after a brief discussion. More thought needs to be given to the field layout, namely how to accommodate the classes that are most likely to attract additional cars, and where to park an antique fire engine that might show up. We no longer have classes for heavy vehicles and the new security fencing configuration of the fairgrounds impairs large vehicle access to the show field.

Continued on p. 2



CLUB NOTES (continued from p. 1)

*Cliff Baker* reported that the trailer purchased from AACCA-CCR was now in the possession of *Karl Helming*. Karl said he found it to be in good condition mechanically and the minor damage that had been noted was repaired. Karl is going to register it next. *Jackie Reardon* recommended that BACC's old storage trailer on her property be emptied before the spring thaw rather than just before the April Meet when the material will next be needed.

New Business

*Cliff Baker* stated that it was time to renew our membership in the Connecticut Council of Car Clubs. The members approved a donation of \$50 in addition to the \$50 annual dues amount.

Cliff reported that we received a donation of \$100 toward trailer expenses from *Howard Maseles*, together with his membership renewal. The members expressed their appreciation. "Thank you, Howard!"

*Jon Grant* reported that this week he is mailing the permit application, proof of insurance, and fee payment for the Salmon River field to the Conn. DEEP. Jon said we are pre-approved to use the field for our Antique Engine & Tractor Meet and our event is on their calendar for the last Sunday in April.

Upcoming Club Activities

On the recommendation of *Polly Beckwith*, as per last year, our next pot-luck supper will be in conjunction with the May meeting, which is the first one of 2024 that will be held at the East Hampton Library (they have tables to eat at).

*Jay Beveridge* noted that there are two parades coming up in the Town of Essex in which antique cars are welcome to participate, one in conjunction with St. Patrick's Day weekend and the other, Ground Hog Day. *Dan David* will email particulars. In the spirit of the new year, Jay expressed his deep appreciation for, and well wishes to, the members and the Club itself for 2024. He also invited anyone interested in acquiring his 50-year collection of *Hemmings Motor News* and other automotive publications to contact him (860-767-3072).

*Ray Lichota* has talked to Gunnar Gudmundson about rescheduling the visit to his collection and Gunnar would like to hold off until after the winter weather period. Ray will follow up with a date.

Story Time

*Bill Nitschke* read from a complaint letter his father had written to the Chrysler regional office in 1958 about a myriad of problems with the family's Plymouth Suburban station wagon that occurred during the first months of ownership. It sounded funnier that it probably seemed at the time. Bill recalled that the dealer did try to fix everything although he didn't mention how long it took to satisfy "Pop."

Old Car Connection of the Month

Gasper's Automotive Restoration in Manchester, Conn. has years of experience working on vintage domestic vehicles, even fire apparatus, from general service, fuel systems, electrical, tires, and brakes, to complete restorations. Contact them at 860-205-1142 or visit [www.gaspersautomotive.com](http://www.gaspersautomotive.com) for more information. [Thanks to *Jim Way* for the tip.]

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Daniel Donahue	February 1st	Bruce Edgerton	February 11th (76)
	Jennifer Everett	February 4th	Barbara Michael	February 11th (80)
	Nancy Liepelt	February 5th (76)	Vevette Greenberg	February 13th
	Carol Petras	February 6th (87)	Ronald Borge	February 16th (78)
	Ed Shumbo	February 7th	Jessica Guard	February 25th
	Philip Schuster	February 8th		

Happy Anniversary to: Philip Schuster & Wendy Walsh February 2nd  
 Jon & Elaine Grant February 14th (50) Dick & Mary Everett February 23rd (67)

New Members: Please welcome *Christopher Staehly* of East Haddam, Conn. to BACC. Christopher has hosted us at his family's Yankee Cider Barn after our Spring Dust-offs the last couple of years. He owns a 1954 International R-120 3/4 ton pickup. Please also welcome *Ronald Borge* of East Haddam and *Bruce Edgerton* of Deep River, both joining us from the Essex Auto Club. Ron reports that he has "sold his toys," while Bruce is still enjoying a Model T, a Model A and a 1949 Chevrolet 3100 pickup.

**Membership renewal reminder** - BACC's annual dues are to be paid by the first of the year and are considered late as of the end of January. If your dues have not been paid as of the publication of the February newsletter, a reminder sticker will be applied to printed newsletters or a reminder will be included in the cover email for digital newsletters. Your membership will be considered to have lapsed as of March 1 for non-payment of dues. As of this publication date, 23 members (23%) had not yet paid their 2024 dues. Mail your check to the Club mailbox in East Hampton at your earliest convenience. You may download the renewal form from the Club web site or request one from the Club treasurer or secretary at the next meeting.

### UPCOMING EVENTS (Club participation events in bold)

Saturday, February 3 - **BACC monthly business meeting at Karl Helming's home garage**, 220 Jobs Pond Rd., Portland, Conn., 1:30 p.m. [in the event of poor winter driving conditions it may be postponed to Sunday, Feb. 4].

Current - Sunday, February 18 - Steve Cryan's 30th Annual Holiday Train Show at the Connecticut River Museum, head of Main St., Essex, Conn. Scale trains run 10 a.m. to 4 p.m. daily, Tuesday through Sunday. General museum admission applies. Info at <https://ctrivermuseum.org>.

Saturday, March 2 - **BACC monthly business meeting at Karl Helming's home garage**, 220 Jobs Pond Rd., Portland, Conn., 1:30 p.m. [in the event of poor winter driving conditions it may be postponed to Sunday, Mar. 3].

Saturday, March 23 - Annual 'Essex go Bragh' Irish Parade; participants will gather at Essex Town Hall on W. Main St.; parade starts from there at 11 a.m. Contact Mary Ellen Barnes of Essex Park & Rec, 860-767-4340, ext. 100, or email [mbarnes@essexct.gov](mailto:mbarnes@essexct.gov).

Saturday, April 6 - **BACC monthly business meeting at Karl Helming's home garage**, 220 Jobs Pond Rd., Portland, Conn., 1:30 p.m. [Last Saturday meeting of season. Meetings resume at the East Hampton Library on first Wednesday of May.]

Saturday, April 6 - Automobilia and Literature Auction at Winter Associates, 21 Cooke St., Plainville, Conn. Consignors should contact Jerry Lettieri at 860-655-8682 or [glettieri@cox.net](mailto:glettieri@cox.net). Snow date Sunday, April 7. For info go to <http://automobiliaauctions.com/>.

Sunday, April 7 - 36th Annual Ty-Rods Spring Automotive Swap Meet, Stafford Motor Speedway, 55 West St., Stafford Springs, Conn. \$15 general admission. Info: <https://staffordmotorspeedway.com/events/36th-annual-ty-rods-spring-auto-swap-meet/>.

Sunday, April 28 - **49th Annual Belltown Antique Engine & Tractor Meet**, Fireman's recreation area, Salmon River State Park, Rte. 16, East Hampton, Conn. Show opens at 8 a.m.; free admission, donations accepted. Flea market is restricted to items related to the engine and tractor hobbies. Rain or shine. Volunteers needed to run the event.

Wednesday, May 1 - **BACC monthly business meeting at the East Hampton Public Library**, beginning with a pot-luck supper at 6:30 p.m., business meeting at 7:30 p.m.

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For more old car event listings check out the websites of the Conn. Seaport Car Club based in the Fairfield area @ <https://www.ctseaportcarclub.com/carshows.htm>, and Shoreline Antique Auto Connection based in the Branford area @ <http://www.shorelineantiqueautoconnection.com/calendar.htm>.

Disclaimers and Words to the Wise: The opinions expressed by the authors of the content of this newsletter are theirs and are in no way intended to represent a position taken by the Belltown Antique Car Club or its officers. The information presented herein is for the edification and entertainment of antique automobile enthusiasts who should use their experience, prudence and good judgment in applying it. Product mentions should not be interpreted as endorsements.

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## REHAB WORK II

To say Belltown resident *Don Liepelt* enjoys keeping busy is an understatement. Don likes to do club tours with his early cars and that often means extended trips with fellow enthusiasts from the Willys-Overland-Knight Registry (WOKR). Back in 2008 he was helping a Willys owner in Vermont with a leaking water pump. Tightening the packing nut was not fixing the problem, a common one on these old engines, and it got Don thinking about how to improve the pumps internally to better stand up to the rigors of touring. That's when he decided they could be remanufactured with modern ball bearings instead of the original bronze bushings, and a carbon-ceramic face seal hidden inside to do away with the need for packing nut re-tightening. From the outside such a pump would look exactly like the original; inside it would be as good as a modern pump.

The process starts with dismantling the old pump, sandblasting the housing, machining it to take the bearing insert and seat the ceramic seal, and then installing a newly-machined shaft with SKF bearings and a new pump impeller (foundry cast with a pattern supplied by Don, and then machined by him). After he successfully reworked a water pump thusly for a WOKR member, word spread that Don was the man to fix a leaky water pump.

Don guarantees his remanufactured pumps for 5 years or 10,000 miles or he will fix them for free. He has had only had one comeback, and that was from an engine that was run using plain water and which had a very dirty cooling system. He honored the claim but had to admonish the owner to clean up the rest of the system or the pump will not last. Don's son David has driven their Willys-Knight equipped with one of his remanufactured pumps for a total of 65,000 miles and it has not leaked yet.



[Photo credit: Dan David]



Most of Don's water pump rebuilding has been for fellow WOKR members, although he has done pumps for other cars as well, including one for *Cliff Baker's* Viking. Don estimates he does 12-15 water pumps on request, per year. He puts in 6 to 7 hours on each one and he likes doing them because they are a small item, not heavy, and are easy to work with. Importantly, he believes he is adding value because the finished pump is better than new.

In addition to his water pump work, Don volunteered to get involved in making reproduction water covers for Four, Six and Great Six Willys-Knight sleeve-valve engines. These cast aluminum water covers mount onto the top of the cylinder block and seal against it to provide a passage for coolant to flow above the cylinders, while allowing access to the spark plugs below. The original covers will eventually suffer corrosion damage inside. Don arranged for a foundry to cast the three different sizes needed, and he will take care of the necessary machining to finish them for sale. With NOS covers being non-existent, WOKR wanted to make them available to its members. Similarly, the club also wants to offer reproduction cast aluminum crankcases. Don volunteered to get that project off the ground, too, and already he has had some castings made.

In his spare time Don also finds himself helping other old car hobbyists with special requests. He is finishing up a better-than-new oil pump and crankcase oil pickup for a Lycoming engine that is going back into a friend's early International Harvester Model S truck. Other diverse jobs include repairing a broken clutch plate for a 1927 93A Willys and a ring and pinion for a Model T.



As for Don's own projects, lately they have taken a back seat to doing things for others. His friend Tom Tkacz has been working on replicating the frame and body for the long-buried Pope-Tribune Don acquired, so there has been some progress on that front while Don has been keeping up with the various outside demands on his time. Although he has a lot on his plate, Don admits he ought to be doing something about the clutter in his workshop. Regardless, Don knows where everything is, and he doesn't like to discard anything that he might need someday! Sound familiar?



## WHAT MOTORVATES YOU?

*Unmuffled Exhaust from the Editor*

Old car hobbyists are swayed in their vehicle choices and enthusiasms by many factors such as *nostalgia* ("Remember when...?"); *family ties* ("My uncle had one of these."); *aesthetics* ("Fifties fins are so cool!"); and so on.

*What's under the hood* is often near the top of the list. Some car guys value simplicity and gravitate toward four-bangers like the ones that powered Model T and Model A Fords, or air-cooled engines that do without a water pump and radiator, as found in Franklins, Corvairs, VW Beetles and more. Some prioritize smoothness of operation and they favor the in-line sixes featured in a variety of cars and trucks from pre-war Chevrolets to Sixties Jaguars. Engines known for being particularly robust have many fans, too (Chrysler Slant-Sixes and Studebaker V-8s come to mind). A national club is dedicated to Ford Motor Co.'s Flathead V-8-equipped vehicles.

Moreover, *performance* may be the greatest driver of allegiance to particular engines and the makes and models they were offered in - think higher-output Chevrolet small block V-8s, Rat Motors, Chrysler Hemis, 289 K-Codes and 429 Fords. There are too many engines and configurations to list, but it is safe to say that, if performance is your thing, you are certain to get excited about something built during the golden age of the internal combustion engine.

Have you ever asked yourself, "What do I drive, and WHY?"

Perhaps you wanted a mid-60s Pontiac because you like their looks, but you bought that one, a GTO, because the 389 Tri-Power is your favorite engine. A LeMans with the OHC Six just wouldn't do. Or, perhaps the opposite is true!

## CONNECTICUT AUTOMOBILIA

*Submitted by Steven Rossi*

The L.W.H. Motor Company of Shelton, Conn. advertised a new air-cooled engine in 1921. The company stated it was "offering for consideration of the manufacturer this newest development in a direct air-cooled 6-cylinder powerplant. Production is under way."

The ad declares, "The L.W.H. valve operating mechanism is one of the biggest developments yet made in air cooled motors. Valve-in-head type; valve cages in the same casting as the cylinders, valves are always accessible. They are horizontal, with the camshaft exactly opposite, eliminating lost motion. To grind valves, take out port plugs on the opposite side."

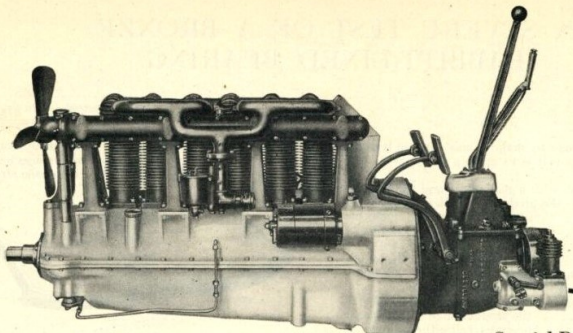
The company says it will be "glad to hear from engineers and manufacturers."

Does anyone know of an auto company that took them up on their offer and bought this particular "L.W.H. air cooled motor" for use in a production car?

February 17, 1921

AUTOMOTIVE INDUSTRIES  
THE AUTOMOBILE

257



**Announcing**  
**The L. W. H. Air-Cooled Motor**  
*The soundness of design in the L. W. H. Motor has been proved in extensive experiment as to radiation, valve mechanism and upkeep.*

WE are therefore offering for consideration of the manufacturer this newest development in a direct air-cooled 6-cylinder power plant. Production is under way.

The L. W. H. valve operating mechanism is one of the biggest developments yet made in air cooled motors. Valve-in-head type; valve cages in the same casting as the cylinders, valves are always accessible. They are horizontal, with the camshaft exactly opposite, eliminating lost motion. To grind valves, take out port plugs on opposite side. The cam shaft is driven by 45-degree helical gears. Four brackets support cam shaft housing.

This motor positively will not vibrate. The elimination of joints in L. W. H. design prevents compression leakage and the "blowing" of gaskets, so common in many motors.

Upkeep is very low, by comparison. The average man will enjoy L. W. H. simplicity and ease of overhauling. Mileage, in consumer operation under all conditions, is easily 28 miles per gallon.

We will be glad to hear from engineers and manufacturers. We also issue manufacturers' licenses covering all our patents for the manufacture of the L. W. H. Air-Cooled Motor.

**Special Data**  
DIRECT air cooling—cold air thrown in from front by fan and drawn out thru the flywheel, which is of our own design.  
Oil-pressure and splash. Pump on the outside, helping to cool lubricant as it goes thru pump and feed line, also outside.  
Camshaft self-lubricated. No noise.  
Maximum speed, 55-60 miles per hour.  
Borg & Beck Clutch.  
Carbon scrape direct thru ports.  
Intake and exhaust cast integral with cylinders. Gaskets eliminated.  
The pan and crankcase are aluminum.  
Weight—approximately 300 lbs. Single or double ignition. Write for full engineering data.



**The L. W. H. Motor Company**  
Shelton, Conn.

**L.W.H. air cooled MOTOR**

## BELLTOWN CLASSIFIEDS

*Send your sell/wanted ads for cars, parts and hobby-related services to [dan12david@yahoo.com](mailto:dan12david@yahoo.com)*

### For Sale – **1957-58 Imperial Parts**

Have complete car minus engine and transmission.

Call or text **Brent Thompson**, 860-638-7447, East Haddam [BACC member]

### For Sale – **Reproduction “Prohibition Era” Wooden Moonshine Crates**

Great as props with your antique car for garage displays or car shows.  
Will consider trade for Model A Ford parts or tools.

Call **Bill Nitschke**, 914-323-8958 [BACC member]



### For Sale – **1987 Cadillac Allante - \$7,900**

Maroon/dark red leather interior, removable hardtop, low miles, stored four years, no rust, all original.

### **1927 Ford Model T Roadster - \$14,000**

Recent total restoration, excellent condition.

Call **Richard Beckwith**, 860-343-3056, Haddam [BACC member]



### For Sale – **1917 Ford Model T Touring - Best Reasonable Offer**

Looks good and runs, but may need some attention to put it back on the road.  
Being sold to settle an estate.

Call **Richard Beckwith**, 860-343-3056, for info [BACC member, representing owner]

### For Sale – **1931 Ford Model A Sport Coupe - \$10,500**

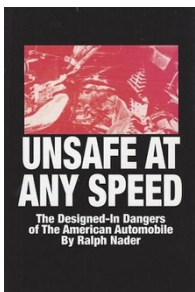
Registered, runs well, and is a high driver-quality car. Black on black, with red wheels.  
Elderly owner can't push a clutch anymore.

Call **Richard Beckwith**, 860-343-3056, for info [BACC member, representing owner]

## HOBBY HEADLINES & HISTORY

### **Automobile Museums in Nearby Rhode Island Offer Up Things to See This Winter**

The Audrain Museum in downtown Newport, whose tagline is “More of an Art Museum than a Car Museum,” opened a new exhibit of cars and motorcycles celebrating technological marvels of the post-war period. The exhibit runs to March 10. Visit <https://www.audrainautomuseum.org> for more information on this and future exhibitions. The Newport Car Museum, located in Portsmouth, which focuses on cars made from the 1950's to present, has added a 2023 Corvette to its Corvette Gallery. Other galleries are devoted to Muscle Cars, Fin Cars, Ford Shelys, World Cars and more. Check them out at <https://newportcarmuseum.org/>.



### **Ralph Nader Turns 90**

The lawyer, author, consumer advocate, and presidential candidate was born on February 27, 1934 in Winsted, Conn. Nader catapulted into the national spotlight in 1965 as a result of congressional hearings following the publication of his book, *Unsafe at Any Speed*. The book's allegations about the safety of the original Corvair design aroused the ire of General Motors. In 2015, Nader founded the American Museum of Tort Law in his hometown (the museum, closed for the winter, reopens April 1). PBS Newshour interviewed Nader after the museum's opening: <https://www.pbs.org/newshour/nation/qa-ralph-nader-on-civil-litigation-tort-reform-and-his-new-museum>.

### **BREAKING NEWS: Mullin Automobile Museum in Oxnard, California Set to Close Its Doors**

Following the death of founder Peter Mullin, the museum he and wife Merle founded in 2010 to showcase Art Deco French automobiles and design, will close on February 10. The award-winning, 47,000 sq. ft. museum will only be open to the public limited hours on select Fridays and Saturdays before its permanent closure, as per their website. Tickets must be purchased in advance. [Bummer! I so wanted to visit this very special museum some day. - **Ed.**]

## WHO, WHAT, WHERE OR WHEN

*Challenge your automotive history IQ*

Long before it became known as the “Small Block Chevrolet,” the all-new V-8 engine that debuted in the 1955 Chevrolet was initially called the “Turbo-Fire V-8.” Which one best explains the choice of that name:

- A. The optional turbocharger that program manager Ed Cole wanted to offer was vetoed by GM bean counters, however, the name of the engine had already been approved for use in advertising.
- B. Marketing staffs of that era were obsessed with imagery associated with the “Jet Age.”
- C. The engine design included wedge-shaped combustion chambers that created turbulence during the compression stroke to assure quick ignition and complete combustion of the fuel-air mixture.
- D. The name was chosen in a contest sponsored by *The Detroit News* in 1954, the winner of which was awarded a V-8-equipped 1955 Bel Air at the Detroit Auto Show.

The correct answer to Who, What, Where, or When in the last issue, “Which of the following statements are true?” is: ***They are all true.*** [Statements 2 and 3 were verified by *The Book of the Ford Thunderbird* by Brian Long, Veloce Publishing, 2007 - Ed.]

1. The first generation Ford Mustang (1965-70), itself based on the Falcon, was the basis for the first generation Mercury Cougar (1967-70). **TRUE.**
2. The “malaise era” Cougars (1980-1988) were based on down-sized Thunderbirds. **TRUE.** The 1980-83 models were on Ford’s then-new Fox platform and shared much with the Fairmont. The sportier 1984-88 models became more aerodynamic and upscale, still based on the Fox underpinnings.
3. Seventh generation Thunderbirds were based on the Continental Mark IV (thus becoming the largest, heaviest Thunderbirds of all). **TRUE.**
4. The original Continental car predated the use of that name by the Ford Motor Co. It was built by the independent engine manufacturer Continental from 1932 to 1933 and based on the previous DeVaux car. **TRUE.** Continental was in the engine business (1905-) and was a supplier to various automakers, including the new-for-’31 De Vaux. Tough times meant that De Vaux was unable to pay their production parts suppliers, so the biggest one, Continental, decided to recoup its losses by getting into the car business, taking over De Vaux and rebranding their car as its own. Continental ended that effort after two years and thereafter concentrated on making engines. It is still in business today, now known as Continental Aerospace Technologies.



[Photo credit: *Hemmings*]

## NEXT ISSUE

The next *Belltown Bulletin* will be the March, 2024 issue. The copy and classified ad deadline is Thursday, Feb. 15. Monday the 19th is the publication date, with mail-out on Feb. 20 and e-delivery no later than Feb. 22.

Club member suggestions, comments, classified ads, and content submissions are most welcome. Send them to the editor at dan12david@yahoo.com (or call 860-575-6194). **Thanks go to this month’s contributor: Steve Rossi.**

## BELLTOWN ANTIQUE CAR CLUB

President - **Mark Hoydilla**

Vice President - **Ray Lichota**

Secretary - **Peter Christianson**

Treasurer - **Cliff Baker**

Elected Directors\* - **Phil Schuster** (yr. 1 of 2) & **Jon Grant** (yr. 2 of 2)

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

Newsletter Editor - **Dan David** (dan12david@yahoo.com, 860-575-6194)

\*) The BACC Board of Directors is comprised of the four current officers plus the previous president (Alan Carlson) and two elected from the membership at large

E-mail address - belltowncarclub@gmail.com Club mailing address - BACC, P.O. Box 211, East Hampton, CT 06424

Club website - [www.belltownantiquecarclub.org](http://www.belltownantiquecarclub.org) [webmaster: **Ralph Phil**, mail@rjphil.com]

Facebook - [www.facebook.com/BACC-Belltown-Antique-Car-Club-116729245345421/](https://www.facebook.com/BACC-Belltown-Antique-Car-Club-116729245345421/) [FB mgr.: **Betty Lichota**]



## BY THE WAY...

- Did you know that Volkswagen is celebrating 75 years in America? The first shipment of VW Beetles arrived at New York harbor from Wolfsburg, Germany in January, 1949. VW sales took off after they hired NY agency Doyle Dane Bernbach, who produced a classic series of ads for them in the '60's.

"33 years later, he got the bug." (circa 1962)

"We made the car go faster. And the engine go slower." (1967)



### 33 years later, he got the bug.

We're glad that most people don't wait 33 years to buy their first Volkswagen. But Robert Gillis did, and maybe he had the right idea all along. He didn't buy a new car for 33 years because he didn't happen to need one. He and his 1929 Model A Ford did just fine by each other.

He always did his own repairs and even jacked it up at night to save the tires. When he needed a new car last year, he went out and bought a Volkswagen. "I heard they had up," he explained. Does he like the VW? Mr. Gillis is 78, a Justice of the Peace, and not given to hasty decisions.

"Your inspectors sure did a good job of inspecting," was as far as he would go. But he did mention that he and Mr. Gillis took a trip for the 54th anniversary. They drove 6,730 miles and spent 142 on gas and 55c on oil. "I didn't think they were supposed to burn oil," he said.



We made the car go faster.

And the engine go slower.

We've pushed it full 5 mph, to the top speed of the Volkswagen. If that doesn't sound like a lot to you, it's because it isn't. And we're not used to lie. We put most of the power increase (from 20 horsepower to 23) into the lower gears. So you could climb hills easier. And since we're a little bigger, we can handle a little more.

But we didn't do it at the expense of the engine. In fact, we made the engine run even slower. So it would last even longer. You'll be very happy to know the specially new Volkswagen has dual brakes as standard equipment. If the front brakes should ever fail, the rear brakes will stop you. And it's a great, new idea. We even got in some changes you didn't

see, like removing seat belts, increased inside door handles, and lock up lights. They're standard too. And to give the letters V-O-L-K-S-W-A-G-E-N on the engine lid. So you'll recognize the new bug when it starts you. With its new, slower engine.



## E-Delivery Bonus\*

**Cover Image** - Engineers perform a pre-production inspection of the internal parts of the new-for-1955 265 cu. in. Chevrolet V-8 engine [GM archive photo].

Check out these ten great finds from the Canadian Automotive Museum - courtesy of *Hemmings Daily*:

[https://www.hemmings.com/stories/ten-great-finds-at-the-canadian-automotive-museum/?utm\\_medium=email&utm\\_source=EDaily&utm\\_campaign=2024-01-05](https://www.hemmings.com/stories/ten-great-finds-at-the-canadian-automotive-museum/?utm_medium=email&utm_source=EDaily&utm_campaign=2024-01-05)

### Attachments:

Page 9 is our flyer for the 2024 Belltown Antique Engine & Tractor Meet, to be held on April 28.

Page 10-11 is the **DRAFT** flyer for our Vintage Motorcar Meet in August, set for approval at the February meeting.

\*) The E-Delivery Bonus is not included in the printed version of this newsletter that is distributed via the USPS.

Note: All links in the electronic version are "clickable" as long as your browser is open.



# The Belltown Antique Car Club

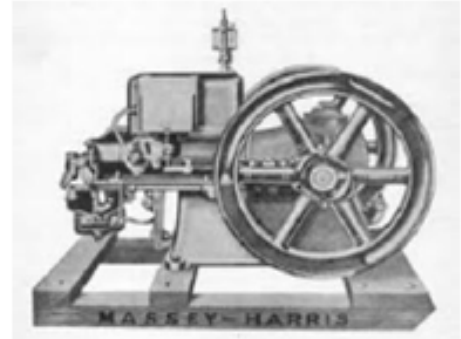


presents

## The 49<sup>th</sup> Annual Antique Engine & Tractor Meet

Sunday, April 28, 2024

*"Always the last Sunday in April"*



### Location:

Fireman's recreation area  
at Salmon River State Park,  
Rte. 16, East Hampton, CT  
Entrance across from the  
Comstock Covered Bridge

### Show hours:

8 a.m. to 3 p.m.

Rain or shine, field conditions  
permitting

No charge for admission or  
parking - applies to exhibitors,  
vendors and spectators

**DONATIONS ACCEPTED**

Children under 12 must be  
accompanied by an adult

Food & refreshments provided  
by the East Hampton Lions Club



### Important Note to Flea Market Vendors:

Due to our use permit for the show  
field, *flea market vending will be  
restricted to items related to the  
engine and tractor hobbies.*

Household items, plants and  
general merchandise *will not be  
allowed on the field.*

Display and sales of guns and  
knives are *forbidden.*

No unauthorized food sales.

### Show Updates & Information:

[www.belltowntantiquecarclub.org](http://www.belltowntantiquecarclub.org)

Peter Christianson, 860-510-3340

### BACC's Other 2024 Show:

57<sup>th</sup> Annual Belltown  
Vintage Motorcar Meet  
Sunday, August 4

Haddam Neck Fair Grounds,  
Haddam Neck, CT

**DRAFT FOR APPROVAL**



**The Belltown Antique Car Club**  
*Presents the 57th Annual*  
***Belltown Vintage Motorcar Meet***

Haddam Neck Fair Grounds, Haddam Neck, CT

**Sunday, August 4, 2024**

Gates open at 8 a.m.  
Show car registration  
closes at 11 a.m.  
Judging begins at noon,  
show ends at 3 p.m.



Show cars: \$10 (incls.  
driver & passengers)

Spectators: \$5 (children  
under 12 free with  
accompanying adult)

*A celebration of stock, unmodified antique cars & trucks,  
40 years old or older (thru 1984)*

This year's Featured Marque (free admission):  
The **Pre-war Cars of Connecticut** & Neighboring States

**Bring your antique car or truck and enjoy the day!**

Rain or shine, field conditions permitting  
Refreshments & food available on the field  
*Please, no bicycles or pets or unaccompanied children*

**[www.belltownantiquecarclub.org](http://www.belltownantiquecarclub.org)**

Directions, Entry Fees & Show Classes on the back of this flyer



## Directions to Belltown Vintage Motorcar Meet at Haddam Neck Fairgrounds

### **Note to GPS users:**

You must use East Hampton's ZIP Code 06424. (Using Haddam's ZIP Code will take you across the CT River to the west side, 20 miles away!)

Google Maps: 41° 30 44.75 N and 72° 30 56.21 W

From the **Middletown-Portland Arrigoni Bridge**: Follow Route 66 East for 5.5 miles to the intersection of Route 151 South.

- Follow Rt 151 South for 3.4 miles to the intersection of Haddam Neck Road on the right.
- Follow Haddam Neck Road for 1 mile to the Fairgrounds on your left.

From the **East Haddam Swing Bridge**: Take an immediate left onto Route 149 North.

- Follow Route 149 for 3.3 miles to the intersection of Route 151 North.
- Follow Route 151 for 4.3 miles to the intersection of Haddam Neck Road on the Left.
- Follow Haddam Neck Road for 1 mile to the Fairgrounds on your left.

### Entry Fees

Show Car Registration: **\$10** (incls. driver & passengers), except Featured Marque (free)

Flea Market Vendors: **\$25** per 20'x20' space      Car Corral: **\$20** per vehicle for sale

Spectators: **\$5** (children under 12 free, with adult); free parking

### 17 Show Classes for Vehicles at Least 40 Years Old (thru 1984)

Judged Classes - three trophies per class, awarded beginning at 2 p.m.

Note: Minimum eligibility for First Place trophy is 70 points

#### **16 Judged Classes -**

A Featured Marque: Cars of Connecticut\* -1938

B Full Classics, 1915 - 1948

C Ford Model A, 1928 - 1931, all non-truck

D Early Cars, - 1931, excl. Ford Model A & Full Classics

E Cars, 1932 - 1948, excl. Full Classics

F Cars, 1949 - 1954

G Cars, 1955 - 1960

H Cars, 1961 - 1965

I Cars, 1966 - 1968

J Cars, 1969 - 1970

K Cars, 1971 - 1984

L Sports cars, Post-war - 1964

M Sports cars, 1965 - 1984

N Early Trucks, - 1948 (up to 2 ton)

O Trucks, 1949 - 1970 (up to 2 ton)

P Trucks, 1971 - 1984 (up to 2 ton)

\*) Plus MA, RI & NY

#### **Display-Only Class (not judged) -**

X Modified, Non-Stock Vehicles and Unclassified Vehicles: includes hot rods, street rods, customized vehicles, dune buggies, Neo-Classics, re-creations, replica kit cars, tributes/clones, stock cars not wanted to be parked in class, and late arriving entrants (not in the registration lane by 11:00 a.m.)

**For More Info, Call: Peter Christianson , 860-510-3340 or Email: belltowncarclub@gmail.com**