



THE BELLTOWN BULLETIN

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

July, 2022

NEXT MEETING

Saturday, July 2, 2022 at 1:30 p.m. at the home of Betty & Ray Lichota in Glastonbury

>> Please bring a chair! << Note: No auction this month

- On the Agenda:
- Status of **Vintage Motorcar Meet** readiness: publicity, flyers, trophies & plaques, special awards, recruitment of Model Ts for the Featured Marque class, volunteer needs, final field layout, new signage including class markers for field
 - Summer tours and activities
 - Upcoming meetings & locations, picnic and/or pot-luck

FUEL FOR THOUGHT

"To be successful, a stylist must always keep pace with progress. His ideas must not run ahead of, or lag behind, the amount of change which the public will accept when his designs go into the marketplace."

- *Harley Earl, first head of General Motors' Art & Color Section (later GM Styling), 1927-1958*

[Photo at right: Earl at the wheel of the Buick "Y-Job" concept car, 1939]



CLUB NOTES

Our sixth business meeting of the year was held on June 1, back at the East Hampton Library for the first time in two years. How strange was that?

Alan Carlson acknowledged our newest member, *Jeff Demichael*, who was attending his first meeting.

Old business

Alan Carlson thanked *Peter Christianson* and *Ralph Phil* for their hard work at the Engine Show. *Ralph* said he would follow up with the Lions Club regarding the customary donation.

Alan asked *Stan Mirecki* about his son, *Zak*, and *Stan* told us he is doing very well now.

Jon Grant and others were appreciative of the recent driving tour from East Hampton to Devil's Hopyard. The route was regarded as very well-suited to old cars, with some of the roads unfamiliar to many participants.

New business

Several aspects of planning for our Vintage Motorcar Meet were discussed. *Alan Carlson* said he would call *Mark Aldieri* (absent) regarding the status of pre-show publicity. *Alan* suggested we encourage more use of the two-sided show cards that we handed out in recent years. *Karl Helming* (absent) will be asked to print more of them.

Entry fees were set at \$10 for show cars, including driver and passengers, \$5 for spectators (no changes to either one), \$25 per flea market space and \$20 per car corral vehicle (both up \$5 from last year).

CLUB NOTES, continued from p. 1

A motion was made and passed to the effect that show cars in the Featured Marque class (this year Ford Model Ts) will get in for free. *Peter Christianson* said he will have the show flyer ready shortly so *Polly Beckwith* can bring it to this weekend's meeting of the Crankin' Yanks and C.H.A.S. so as to recruit Model T owners to come to our Meet.

Peter said the agreement with the Haddam Neck Fairgrounds is approved. No change to our cost from 2021.

Polly noted we have enough trophy bells on hand and said *Scott Macgregor* (absent) is ordering the plaques.

The list of show classes was circulated and commented on. We will have 17 judged classes this year, down from 24 in recent years. 1982 is the cut-off for this year's Meet. See the complete class list below.

Dan David reminded us that the previously approved changes to the judging scoring requires a revised judging form. The form should also note that to be eligible for a First Place trophy a vehicle must score at least 70 points. *Peter Christianson* said he would update the form.

Alan Carlson will ask *Mark Aldieri* to produce a new field layout based on the rough sketch reviewed by the Board and the new class breakdown.

Summer tours and activities

Jackie Reardon suggested that we hold an old car tour ahead of our Vintage Motorcar Meet to promote the event.

According to Alan, *Diane Baker* (absent) is scheduling car show/cook outs with Masonicare at Chester Village and the Chestelm nursing home in Moodus. [Dates are set for July 18 and August 18, respectively. - *Ed.*]

Next meetings and locations

- The July meeting will be held at the Lichota residence in Glastonbury on Saturday, July 2, at 1:30 p.m. This will be a regular meeting and include a tour of Ray's garage. ***See next page for directions.***

- The August meeting will be held as usual on the Wednesday before our car show, August 3, at the Haddam Neck Fairgrounds at 6:30 pm.

The dates and locations for the September and October meetings, and when and where to have a picnic and/or pot-luck, will be on the agenda for the July meeting.

Show Classes for this year's Vintage Motorcar Meet**Judged Classes (17)**

A Early Cars, -1931, except Model A & Full Classics	J Cars, 1965-1968
B 1928-31 Ford Model A, all non-truck	K Cars, 1969
C Featured Marque (2022: Ford Model T, all)	L Cars, 1970-1974
D Full Classics, 1915-1948	M Cars, 1975-1982
E Early Cars, 1932-1948, except Full Classics	N Sports & GT, Post-War -1964
F Early Trucks, -1948 (up to 2 ton)	O Sports & GT, 1965-1982
G Cars, 1949-1954	P Trucks, 1949-1969 (up to 2 ton)
H Cars, 1955-1959	Q Trucks, 1970-1982 (up to 2 ton)
I Cars, 1960-1964	

Display-Only (Non-Judged) Classes (2)

X-1 Unclassified Vehicles: Re-creations, replica kit cars, tributes, stock cars not wanted to be parked in class or late arriving (after 11:00 a.m.)

X-2 Modified and Non-Stock Vehicles: Hot rods, street rods, customs, dune buggies, Neo-Classics, etc.

Directions to the July 2nd business meeting at 576 Oakwood Dr., Glastonbury, hosted by the Lichotas:

Oakwood Dr. is located off Neipsic Rd. Telephone: 860-633-6561

From Hartford area: Take Rte. 2 east to exit 9, turn left onto Neipsic Rd., first left onto Oakwood.

From Rte. 2 west: Take exit 10, right onto Manchester Rd. At stop sign turn left onto Neipsic. At next stop sign, Neipsic continues to the left, pass Gideon Wells School, down the hill, second right onto Oakwood.

From Hebron: Go west on Hebron Ave. to traffic light at Hebron Ave. School. Turn left on Wickham Rd., go to end, then turn right on Neipsic, first right onto Oakwood.

From Rte. 17 through Glastonbury: Take left onto Main St., right onto Hubbard St. (Historical Society is on corner). At the light go straight across New London turnpike onto Neipsic Rd., go under Rte. 2 and take the first left onto Oakwood.

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Ed Zenisky	July 1st (81)	Ray Mastronunzio	July 19th
	Ray Lichota	July 2nd (77)	Bob Sutton	July 22nd (81)
	Richard Skinner	July 2nd (70)	Elaine Grant	July 22nd
	Phil LaRose	July 3rd (86)	Donald Super	July 24th
	John Degregorio	July 8th	Gayle Kellas	July 26th (65)
	Jennifer Foote	July 9th	John McCarthy	July 28th
	Theresa Bair	July 9th	Katerina Lamenzo	July 30th

<u>Happy Anniversary to:</u>	Joe & Joan Frey	July 4th [Fireworks!]
	Richard & Polly Beckwith	July 12th (53)
	William & Nancy Pope	July 17th
	Mark & Jane Aldieri	July 27th
	David & Nancy Cardone	July 31st

New Members: Please welcome *Jeff Demichael* of Deep River, Conn. to BACC. Jeff owns a 1963 Ford Falcon. Note that *Jim Olson*, also of Deep River, has rejoined after a brief absence. Since the 2022 roster was issued in May, the total number of members has increased from 94 to 97, including Jeff and Jim.

A few words about these listings: Your editor inherited the practice of celebrating member and associate member birthdays and anniversaries from his predecessor, the late, great *Bob Hellstrom*. The information is taken from current (or prior) renewal forms. If you no longer want to have this information published, please write something to that effect on your next renewal, or email me. If you do not wish “milestone years” (XX) to be noted, just omit the year(s) on your renewal. The current “milestone years” used by your editor for birthdays are every ten years, plus 65 and 75, and every year after 75. The milestones used for anniversaries are every ten years, plus 25, and every year after 50.

BELLTOWN CLASSIFIEDS

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

For Sale – 6’ wooden stepladder, old but in excellent condition - never left out in the weather. \$20.
Bull Bag, new. \$20. [The reusable “dumpster” for homeowners. See www.thebullbag.com for how system works.]
 Contact Scott Macgregor, 860-391-2889 after 7:00 p.m. or email jscotmac@sbcglobal.net [BACC member]

Wanted – *Engine and/or parts for 1929 Plymouth with four-cylinder model U engine.*
 Call Brent Thompson, 860-638-7447 - leave a message and I will call you back. [BACC member]

Wanted – 1. *1930 or '31 Ford Model A Deluxe Roadster.* Prefer a nice “driver” rather than a “trailer queen.”
 2. *Antique gas pump.* A nice original would be fine.
 Contact John Beveridge, 860-767-3072 (home) or e-mail beveridge18@att.net [BACC member]

T-TIME AT HADDAM NECK

Unmuffled Exhaust from the Editor

This year at our Vintage Motorcar Meet we are going to try something new. For the first time ever there will be a judged class called “Featured Marque,” which will honor a particular make or model. With a little help from some networking by members, we hope to encourage greater participation by owners of the chosen marque than has been the case in recent years. The carrot will be free admission for the vehicle and occupants.

For 2022, the new class is open to all Ford Model Ts. While we hope that Model T owners will enjoy being in the spotlight, we intend it to be educational for spectators as well. As for the Belltowners who own a Model T, you are cordially invited to show it, or your favorite one(s) if you own more than one. It can be a driver or a fully restored example. The more the merrier!

That the Ford Model T played an outsized role in the history of the automobile is beyond dispute. Appreciation of these cars remains strong. Model T owners seem to be a loyal bunch, too. Not having any direct experience with Model Ts myself, I decided to listen to what a long-time early Ford enthusiast had to say about them. I caught up with *Richard Beckwith* (beside his Model T Touring) at the Misfits cruise night and our conversation went something like this:

Have you ever been without a Ford Model T? *Richard:* Probably not since I was old enough to get my first one. When I was nine, *Charley Hnilicka*, who was a family friend from way back, stopped by the house in the '27 Model T he had at the time. Charley gave me a memorable ride in it. From then on I wanted to have my own Model T.

How many Model Ts do you have now? *Richard:* We've got four running and registered cars, a '12, a '14, a '23 and the '27 Runabout I bought not long ago [which was driven on the tour to Gillette Castle at the end of April].

Why did you buy the '27; what was so appealing about it? *Richard:* It's one of the new, improved Model Ts that came out in 1926. It has a door so my wife can get in and out of it, and like all Model Ts since 1919, it has an electric starter which we appreciate as we have gotten older. This one was recently restored and the price was reasonable.

What is it about the Model T that keeps you coming back for more? *Richard:* They are both unique and common. You can always fix them if something goes wrong. You don't need an expert. They were designed to be like that.

What is the longest trip you have taken in a Model T? *Richard:* We went on a 3-day tour around Massachusetts in the '12 Touring. The temperature hit 100 degrees and it never boiled. One of the days it rained. No problem.

If you were to talk to a young person what it is like to drive a Ford Model T, what advice would you give them? *Richard:* Besides explaining the controls and how you change gears with your feet, I would advise them to expect that it won't stop. A Model T's brake is in the transmission and it only acts on the rear wheels. Drive cautiously in the rain, especially when braking. I'd also tell them that it is very important to get a running start when approaching hills!

If you could have only one old Ford, would it be a Model A or a Model T? *Richard:* I'd pick a Model A just because everything is improved. An A has 4-wheel brakes, it can go 65 mph, it's got windows and you can have a heater. Even so, the main drawback to a Model T is not the car, it's the nuts on the highway! [Yup, he'll keep on driving his Ts. - *Ed.*]

CONNECTICUT AUTOMOBILIA

Submitted by Steven Rossi



There once was a real Porter car (not the made-up one from the 1965 sitcom, “My Mother the Car”), and it was built by the American and British Manufacturing Co. in Bridgeport, Conn. from 1920 to 1922. It was massive, with a 142 in. wheelbase, and expensive - only a Locomobile sedan cost more. It was powered by a big 4-cylinder engine, impressively rated for the times at 125 hp! Bodies were coach-built by Brewster, Fleetwood and Demarest. The company could not survive the post-war recession. Just 36 units were produced in total.

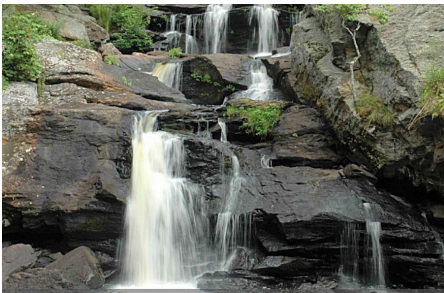


Spring C.H.A.S./BACC Tour to Devil's Hopyard State Park on May 15

Thanks go to Don Liepelt for organizing this two-club tour and to Steve Rossi for laying out the route.

The old car count at the start in East Hampton was 17, including 5 from C.H.A.S. Around 31 people participated in the event.

[Photo credits: Dan David, all except Devil's Hopyard Falls by Rufus Abdullah]



HOBBY HEADLINES & HISTORY

Record Auction Sale Price Shattered - A rare 1955 Mercedes-Benz 300 SLR "Uhlenhaut" gullwing coupe, one of two prototype vehicles built, was auctioned by RM Sotheby's on behalf of the Mercedes-Benz Museum in Stuttgart on May 5th. The vehicle, named for famed M-B chief engineer Rudolf Uhlenhaut, was sold to a private collector for a staggering \$142m USD, tripling the previous record for an auction sale. Mercedes said it will use the money to fund educational and research scholarships in the fields of decarbonization and environmental sciences, promoting a sustainable future. The second 300 SLR will remain the property of the Museum.



1929 Du Pont Model G Club Sedan is AACA Zenith Award Winner for 2022 - Chosen as the best AACA-judged restoration of 2021, this rare Merrimac-bodied Du Pont, powered by a 125 hp, 322 cid Continental in-line eight cylinder engine, is owned by Lamot J. du Pont of McLean, Virginia (see p. 8 for photo).

Dr. Fred Simeone Passes - The retired neurosurgeon, a collector of important racing cars and founder of the highly-regarded Simeone Foundation Automotive Museum in Philadelphia, passed away on June 11 at age 86.

UPCOMING EVENTS (Club participation events in bold)

Saturday, July 2 - **BACC monthly meeting** at the home of Ray & Betty Lichota, 576 Oakwood Dr., Glastonbury, Conn., beginning at 1:30 p.m. See driving instructions on p. 3.

Monday, July 4 - Annual Essex Auto Club Car Show, Conn. River Museum, foot of Main St., Essex, Conn.; open to the public 10 a.m. to 2 p.m. (\$5 donation suggested). Show cars please arrive by 9 a.m. (\$20 donation suggested). Rain date July 5. Info at: www.essexautoclub.org.

Saturday, July 16 - 43rd Annual Founder's Day & Classic Car Exhibit in Paris Hill, Maine. The Bahre collection of over 50 extraordinary classic cars will be open to the public for one day only, 9 a.m. - 5 p.m. \$10 donation benefits Hamlin Library. For info visit http://www.hamlin.lib.me.us/founders_day.html.

Sunday, July 17 - Countryside Cruise at The Farm at Carter Hill, 86 East Hampton Rd., Marlborough, Conn., 11 a.m. to 3 p.m., trophies at 2:30 p.m., sp. by Freedom Forever Auto Club. Info: <https://www.facebook.com/events/3127193737597959/?ref=newsfeed>.

Thursday, July 18 - **BACC car show for residents at Masonicare at Chester Village**, 317 W. Main St. (Rte. 148), Chester, Conn., 5 p.m. to sunset, incl. hot dog picnic for us. Rain date, Thursday, August 4. Contact: Cliff Baker.

Saturday, July 23 - 4th Annual Woodies at Mystic car show, Mystic Seaport, Mystic, Conn., 9 a.m., sp. by Yankee Wood Chapter of the National Woodie Club. Info: https://www.facebook.com/Yankeewoodchapter/events/?ref=page_internal.

Wednesday, August 3 - **BACC special monthly meeting at the Haddam Neck Fairgrounds off Rte. 151, at 6:30 p.m.**; car show and judging assignments will be made. Members are strongly encouraged to attend in order to ensure we are prepared and sufficiently staffed to put on a good show the following Sunday.

Saturday, August 6 - **Field set-up morning at Haddam Neck Fairgrounds for Sunday's Belltown Vintage Motorcar Meet**. Volunteers: arrive at fairgrounds by 9 a.m.; material retrieval team will start earlier in preparation for set-up.

Sunday, August 7 - **55th Annual Belltown Vintage Motorcar Meet**, Haddam Neck Fairgrounds, Haddam Neck, Conn., 8:00 a.m. - 3 p.m., cut-off year 1982. Info: www.belltownantiquecarclub.org.

Repeating Cruise Nights / Cars & Coffee Events

Every Monday - 98.7 WNLC Cruise Night at Ocean Beach Park, 98 Neptune Ave., New London, 5 p.m. to dusk

Every Tuesday - "Misfits" Cruise Night, 95 Bridge Rd., Haddam (Tylerville), 5 p.m. to dusk; host: Joe George

First Tuesday - Car Cruise at Nature's Art/Dinosaur Pl., Rte. 85, Chesterfield, 6 p.m. to 8 p.m.; -1978 (next: 7/5 & 8/2)

Third Wednesday - Good Times Cruise Night, Colchester Green, 5 p.m. to sunset; - 1987 (next one 7/20, rain date 7/27)

First Saturday - Free Car Show at American Legion Post 113, 80 Essex Rd., Old Saybrook, 9 a.m. to 3 p.m. (next: 7/2)

Every Other Sunday - Cars & Coffee at Guilford Commons ("Rockpile"), 9 a.m. to 11 a.m. (next: 7/3, 7/17, 7/31)

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

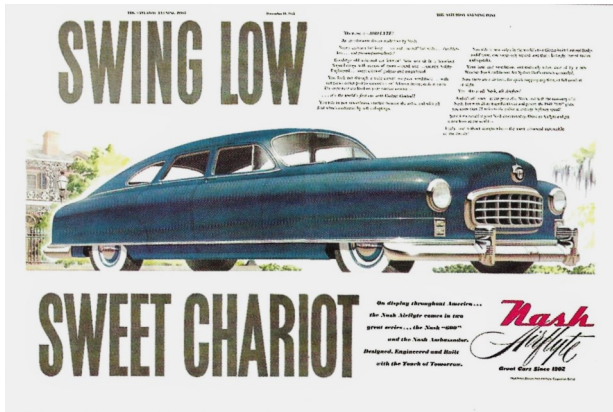
WHO, WHAT, WHERE OR WHEN

Challenge your automotive history IQ

Name the first mass produced, post-war American car that had unit body construction and featured four-wheel independent suspension.

What else made this car unique among American cars at that time?

The correct answer to Who, What, Where, or When in the June issue, “What was the first model year in which each of the following car lines featured one-piece curved windshields across their entire line-up?”:



1949 - Nash [see advertisement, [left](#)]

1950 - Cadillac

1952 - Packard

- Ford

- Lincoln (all but the base model had them from 1950 on)

1953 - Chrysler (ditto DeSoto, Dodge and Plymouth)

- Buick (all but the base Special had them from 1950)

- Chevrolet (ditto Pontiac)

NEXT ISSUE

The next *Belltown Bulletin* will be the August, 2022 issue. The copy and classified ad deadline is Tuesday, July 19. Friday the 22nd is the publication date, with mail-out on July 25 and e-delivery taking place no later than July 27.

Your content suggestions, comments, classified ads and other contributions are most welcome. Send them to the editor at dan12david@yahoo.com (or call 860-575-6194).

BELLTOWN ANTIQUE CAR CLUB

President - Alan Carlson

Vice President - Mark Hoydilla

Secretary - Peter Christianson

Treasurer - Cliff Baker

Elected Directors* - David Degregorio (yr. 1 of 2) & Ray Lichota (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 (Jon Grant) and two elected from the membership at large

Club web site - www.belltownantiquecarclub.org [webmaster: Ralph Phil, mail@rjphil.com]

E-mail address - belltowncarclub@gmail.com

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

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

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By the Way...

This 1929 Du Pont Model G Club Sedan is the AACA Zenith Award winner for 1922.

Du Pont automobiles were manufactured in Wilmington, Delaware from 1919 to 1931. The Model G was the finest Du Pont car ever built. Only a small number have survived. This one was restored from a basket case.

[Photo credit: AACA]



Did you know that the **one millionth Corvette** was built on July, 2, 1992 - thirty years ago? It will be eligible for our Vintage Motorcar Meet in another ten years.

This very car was donated off the assembly line to the National Corvette Museum where it was later damaged in the infamous sinkhole incident that happened on February 12, 2014. It was subsequently repaired by General Motors and returned to the museum a year and a half after the sudden cave-in occurred in the museum rotunda.

E-Delivery Bonus*

Summer Homework Assignment - Learn more about Model Ts by consulting any of the following books:

From Here to Obscurity, an Illustr. History of the Model T Ford, by Ray Miller & Bruce McCalley, 1971, Sierra

Ford Model T, The Car That Put the World on Wheels, by Lindsay Brooke, 2008, Motorbooks

Henry's Wonderful Model T, by Floyd Clymer, 1955, McGraw-Hill

Farewell to Model T and *From Sea to Shining Sea*, essays by E.B. White, 2nd printing 2003, The Little Bookroom

A key part of what made the **Ford Model T** so revolutionary was its stout and economical-to-produce engine. On bonus pages 9 and 10 read what *Motor City Garage* had to say about what made this engine special.

The two-sided **show flyer** for our **55th Annual Belltown Vintage Motorcar Meet** is reproduced on pages 11 - 12. "Always the First Sunday in August."

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

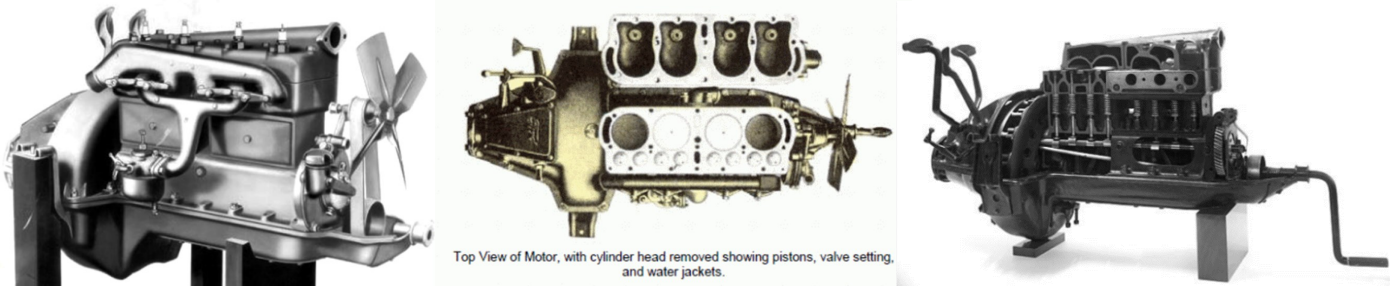
Note: All links in the electronic version are "clickable" as long as your browser is open.



The Engine That Put America on Wheels: 1909-27 Model T Ford

Posted on June 8, 2022 by Motor City Garage

The Ford Model T is famous as the car that put America on wheels, and a key element in its success was the remarkable engine.



Top View of Motor, with cylinder head removed showing pistons, valve setting, and water jackets.

We don't think of the Model T Ford engine as terribly advanced or sophisticated. That's no doubt due to the fact that by the end of the car's production life in 1927, the powerplant was well past its prime. But when the Model T was introduced in October of 1908, its engine was the state of the art, and it established a number of trends that the auto industry would soon follow. We can start with its basic construction.

An inline four with a bore of 3.75 in. and a stroke of 4.00 inches, yielding a displacement of 177 cubic inches, the T was a rather straightforward design. But its construction was remarkably novel for the time, built upon on a single iron cylinder-block casting (aka monobloc). At the time, most engines employed an aluminum crankcase with separate cast-iron cylinders, poured individually or in pairs, that bolted on top, creating an expensive, complicated, and somewhat rickety assembly.

In contrast, the Ford monobloc casting was simple, rugged, and cheap to manufacture. The Model T also employed a one-piece detachable cylinder head—again, much easier to manufacture, and to service in the field. One more benefit was that the L-head valvetrain mechanism was almost completely enclosed, shielded from road dust and dirt, and after 1911 it was sealed off altogether with a pair of side covers. But it was the monobloc, detachable-head engine construction, in large part, that allowed Ford to manufacture cars in unprecedented numbers at extremely low cost.

Designed, like the rest of the automobile, by Henry Ford, C.H. Wills, Gene Farkas, Joe Galamb, and crew in a secured room at one end of the Piquette Avenue plant, the Model T's engine was downright sophisticated in its simplicity. There was no water pump (coolant circulated via thermosiphon) or fuel pump (gravity feed) and meanwhile, the engine and transmission were unitized, another advanced feature for 1908 that further enabled high-volume production. The pedal-operated, two-speed planetary transmission itself was not terribly unusual for the time, but it was far simpler for beginners to operate than a balky, unsynchronized manual gearbox of the era. Power was rated at 22 hp, which doesn't sound like much now but was fairly sporty for the road conditions of the day and allowed the Model T to top 40 mph.

The Engine That Put America on Wheels: 1909-27 Model T Ford

Continued from p. 9



One more remarkable feature that remained throughout the Model T's production life was its ignition system, another marvel of simplicity—among other things, it required no battery. A low-tension magneto built into the flywheel (in modern terms, we could think of it as an AC generator) supplied a primary current (5 to 32 volts, varying with engine speed) to four vibrator coils, one for each spark plug and cylinder.

While this setup would be utterly unrecognizable to a modern-day mechanic, it could tolerate an almost infinite amount of wear and mis-adjustment and run nearly forever. The ignition design was one more element in the fascinating paradox of the Model T: One of the cheapest cars on the market was also one of the most reliable. And on these two winning attributes, 15 million cars were sold and an entire nation was put on wheels.



The Belltown Antique Car Club
Presents the 55th Annual
Belltown Vintage Motorcar Meet

Haddam Neck Fair Grounds, Haddam Neck, CT

Sunday, August 7, 2022

Gates open at 8 a.m.
Show car registration
closes at 11 a.m.
Judging begins at noon



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 1982)*

Special Featured Marque this year:

1908-1927 Ford Model T, all (free admission)

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.belltowntantiquecarclub.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)

19 Show Classes for Vehicles at Least 40 Years Old (thru 1982)

17 Judged Classes, Three Trophies Per Class, plus 2 Display-Only (not judged)

Note: Minimum eligibility for First Place trophy is 70 points

Judged Classes

A Early Cars, -1931, except Model A & Full Classics	J Cars, 1965-1968
B 1928-31 Ford Model A, all non-truck	K Cars, 1969
C Featured Marque (2022: Ford Model T, all)	L Cars, 1970-1974
D Full Classics, 1915-1948	M Cars, 1975-1982
E Early Cars, 1932-1948, except Full Classics	N Sports & GT, Post-War, -1964
F Early Trucks, -1948 (up to 2 ton)	O Sports & GT, 1965-1982
G Cars, 1949-1954	P Trucks, 1949-1969 (up to 2 ton)
H Cars, 1955-1959	Q Trucks, 1970-1982 (up to 2 ton)
I Cars, 1960-1964	

Display-Only (Non-Judged) Classes

X-1 Unclassified Vehicles: Re-creations, replica kit cars, tributes, stock cars not wanted to be parked in class or late arriving (after 11:00 a.m.)

X-2 Modified and Non-Stock Vehicles: Hot rods, street rods, customized vehicles, dune buggies, Neo-Classics, etc.

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