



THE BELLTOWN BULLETIN

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

October, 2021

NEXT MEETING

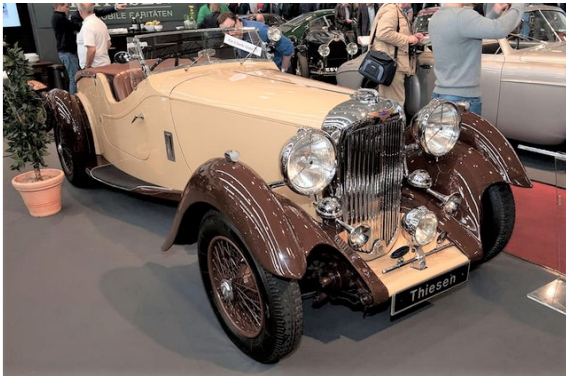
Saturday, Oct. 2, 2021 at Karl Helming's, 220 Jobs Pond Rd., Portland at 1:30 p.m.

> **Remember to bring a chair** <

- + Please bring a mask if you have not been fully vaccinated for COVID-19.
- + Stay home if you show any signs of illness or have underlying health conditions.

On the Agenda: - Autumn tours and activities, TBD
- Holiday party location and timing
- 2022 officer nominations (election held at the Annual Meeting in Nov.)

FUEL FOR THOUGHT



"Every band I'd ever been in had lasted a week. I always thought the Stones would last a week, then a fortnight, and then suddenly, it's 30 years."

- *Charlie Watts, car collector, graphic artist, jazz musician, and the drummer for The Rolling Stones since 1963, died August 24, 2021 at age 80. [The quote is from two decades ago. - Ed.]*

Left: 1937 Lagonda Rapide
owned by Mr. Charlie Watts
(1 of 25 built)

CLUB NOTES

Many thanks go to all members who supported our pot-luck lunch on September 11th and to *Karl Helming* for hosting the feast and the business meeting that followed.

In order to allow some folks extra time to enjoy a second helping or dessert, as well as to provide a transition from eating mode to meeting mode, the auction of member miscellany was held prior to the start of the meeting instead of after its adjournment. *Jon Grant* deftly handled auctioneer duties, as usual.

President *Alan Carlson* opened the meeting by introducing two of our newest - and youngest - members, *Rick Scott* of Moodus and *Ben Jermaine* of Chester, who was accompanied by his fiancée *Katie*. At the mention of new members, *Polly Beckwith* noted that it used to be our tradition to give a BACC hat to each new member, wondering when/if we could obtain a new supply of hats. After some discussion it was decided to authorize *Cliff Baker* to buy an initial supply of 35 new hats embroidered with the club logo. These will be distributed free of charge to new members who joined after the last hat supply ran out a couple of years ago, and will be available at \$10 apiece to all members.

Turning to our Vintage Motorcar Meet, *Alan* reiterated his appreciation for the members who volunteered at our annual event at the beginning of August. *Cliff* indicated that revenues exceeded expenses by a comfortable margin such that our reserves have recovered from having gone show-less for a season and a half due to the COVID measures that had to be taken.

CLUB NOTES, continued from p. 1

Webmaster *Ralph Phil*, responding to a concern raised about the fact that his photo gallery from this year's VMM is only accessible from our Facebook page (and only to those who have a Facebook account), said that it looks like a change of web site host will be needed to fix the photo-posting problem that has cropped up. The added cost would be relatively small, up to around \$50 dollars a year. Members gave the go-ahead.

With regard to our continued use of the old trailer on Jackie Reardon's property for show material storage, members approved a donation to her of \$100 to express our appreciation. Members also approved a donation in the amount of \$150 to the Haddam Neck Fire Department for providing EMT support at this year's VMM.

Stahly Farms in East Haddam, which provided their "locomotive" as our announcer's stand for the VMM, offered us an opportunity to participate in a cider tasting at their farm store on Rte. 82, according to *Richard Beckwith*. Under consideration is a Fall garage tour which could possibly incorporate a stop there afterwards.

A discussion ensued about improving the VMM, including better utilization of the field, revising class breaks to even out the disparity in class counts, and whether street rods could have an effect on attracting younger show-goers and therefore should not be limited to display-only status in the event (the counter argument being that we do not want to dilute our mission, which is to foster appreciation for old cars as they were originally produced). There are also areas of the show that could use more volunteer manpower, especially directing parking for both spectator and show cars. As show car parking is also impacted by having sufficient space allocated for each class, a suggestion was made to consider having an unstructured area for parking cars that are not going to be judged, keeping them out of the marked off areas for the judged cars. The upshot of this was a recommendation that the Board of Directors meet to review the show classes and field layout and come up with a sensible set of revisions well in time for next year's event.

One experimental change made for the 2021 event was to paint lines on the field where the show cars were parked. This proved to be advantageous and so it was decided to investigate buying our own line painting trolley for next year (we borrowed one this year). New member *Rick Scott* observed that show entrants and spectators alike seemed confused as to what the classes were comprised of since just the class letter is posted (only those few that had a show flyer would know what cars were in what class). *Ralph Phil* volunteered to make cards to post containing both the letter and the class description (i.e., Class P: 1970-1973, All).

A member complaint about being charged admission to the VMM was acknowledged. *Polly Beckwith* said that charging admission to all members to get into shows is a policy that goes way back, and she explained why it initially came about. [This issue was not fully aired in the time available. It ought to be revisited at a future meeting or by the Board of Directors when it can get the consideration it deserves. - *Ed.*]

Returning to the subject of encouraging more youth involvement in the hobby, *David Degregorio* reported that he sent a letter to the Automotive Dept. at Vinal Technical High School to determine whether they would be interested to have car club members bring some cars to show to the students. Long term his vision is to get one or more car clubs get together and donate an old restorable car to the school that can become a learning platform. The idea would be for the students to restore the car and then have the school sell it, the proceeds being used to fund the purchase and restoration of the next car to be restored, thus perpetuating the program.

Future activities:

Jon Grant indicated that *Jim Olson* was open to hosting a member tour of his home garage the weekend after Hershey. [Subsequently the date was set as Saturday, October 16th. We will meet by 10 a.m. in the parking lot at Plattwood Park on Rte. 80 in Deep River, and caravan/car pool over to his adjacent property.]

Members voted to approve holding a holiday party once again. Polly will investigate whether the St. John's Catholic Church hall in Chester would be available in mid-December and check into the catering options.

The date for next month's meeting was decided to be Saturday, October 2 so as not to conflict with members' attendance at the Hershey Eastern Fall Meet. *Karl Helming* volunteered to host it.

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Curtis Michael	Oct. 1st	John Hartzell	Oct. 12th (75)
	Angela Rich	Oct. 2nd	Vito Ignazio	Oct. 12th (83)
	Karl Helming	Oct. 4th	Robert Fiala	Oct. 14th
	Joe Lombardo	Oct. 4th	Lee Harris	Oct. 16th (84)
	Donna Mae Bogan	Oct. 5th	Chris Beckwith	Oct. 22nd (50)
	Theresa Mirecki	Oct. 8th	Fred Fitch	Oct. 25th (81)
	Richard Beckwith	Oct. 9th	Fran Miller	Oct. 27th (75)
	Ron Hodge	Oct. 9th (87)	Marie Zeniski	Oct. 27th
	Bill Pope	Oct. 10th		

<u>Happy Anniversary to:</u>	Frank & Nancy Shaw	Oct. 2nd	Cliff & Diane Baker	Oct. 21st
	Paul & Angela Rich	Oct. 5th	Rollin & Shari Karoll	Oct. 24th
	David & Suzanne Degregorio	Oct. 15th	Curtis & Barbara Michael	Oct. 24th
	Ron & Fran Miller	Oct. 15th	Matt & Linda Elgart	Oct. 25th
	Jon & Jennifer Foote	Oct. 16th (50)	Bob & Eleanor Sutton	Oct. 26th

Get Well Soon: *Charley Hnilicka* has been undergoing physical therapy and had to miss our car show at Masonicare in Chester, an event he arranged on our behalf. We missed you at the show, Charley, and we hope you are back home and doing better by the time you read this.

Postcard from the Edge: During the second week of September, *Jim Way*, 84, piloted his well-travelled 1929 Ford A Roadster, with *Bob Sutton*, 80, riding shotgun, all the way from Haddam Neck, Conn. to Newry, Maine so they could attend the 64th Annual New England Meet hosted by the Pine Tree Model A Club. Then they turned around and drove home ... on antique car-friendly back roads of course, for a round trip distance of over 560 miles! Jim and Bob were in good company, travelling most of the way with three other Model A'ers from C-MARC.

BELLTOWN CLASSIFIEDS

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

Wanted – 1929-30 Ford Model A Car Jack #A-17080-B1, jack handle, and original Model A tool pouch (oval shape single or double snaps version).

Contact Bill Nitschke by email, williamjnitschke@gmail.com or cell, 914-323-8958. [BACC member]

For Sale – 1929 Ford Model A Roadster with Rumble Seat, Bonnie Gray with Chelsea Blue accent. Etched wind wings. Body off restoration about 15 years ago. New L-B upholstery kit installed. Good driver. \$22,000 OBO.

Call Phil Guertin, 860-402-1423 (cell), or email him at pguertin@att.net. [BACC member]



Scenes from BACC's Masonicare at Chester Show on Sept. 2nd

*By Cliff Baker's count, we had 18 old cars and 35 guests including a couple of non-members.
Thanks go to Masonicare for providing grilled hot dogs, chips and refreshments.*



*Ben Jermaine's Model T (foreground) **



*Joe George's 1957 Bel Air **



*Tyler Eckstrom & his 1949 Coronet **



**) New members*

[Photo credit: Dan David]

NEW COKE WAS NOT COKE AND NOT THE ANSWER

Unmuffled Exhaust from the Editor

After being around for 55 years, the Belltown Vintage Motorcar Meet has acquired its own identity apart from the cornucopia of car shows spanning late spring to early autumn, namely as a judged event widely recognized as devoted to stock, unmodified antique cars and trucks. Over time a few deliberate changes have been made to the formula, including tweaking the model year eligibility on occasion, without losing sight of the fact that the BVMM honors old motor vehicles as they were, back in the day. Currently, a rolling 40-year cut-off keeps to that tradition.

Being true to your brand (and heeding the lessons of the Coca-Cola Company's 1985 "New Coke" debacle) is one thing, but it doesn't automatically guarantee that we will fill the show field and attract enough spectators to ensure the success of the meet. The trick is to address areas for improvement without resorting to changing the event into something that loyal customers won't buy into.

The Board of Directors will take a look at improving how the event is organized and run by updating the show classification structure and the field layout based on lessons learned from the past two events in 2021 and 2019. While that is a necessary task, it does not address the two trends which threaten the long term viability of the event, namely, the dwindling pre-war car count and the need to attract new and younger participants (entrants as well as spectators). Both are connected to the overall "graying" of the hobby.

At our last meeting some ideas were offered up as to how to recruit more early cars and entice more people to get involved in our corner of the collector car hobby. More ideas are welcome. This process will take time. Nevertheless, by early next year we need to identify some specific actions we want to take on both fronts for the 2022 event. Promotion of the VMM begins months in advance of the First Sunday in August.

CONNECTICUT AUTOMOBILIA

Submitted by Steven Rossi

The Rockwell taxicab was built from 1910 to 1911. It was named for Albert Rockwell, a partner in the Connecticut Cab Company. The cab was engineered by Bristol Engineering Co. and produced by New Departure Mfg., both of Bristol, Conn. Some 200 of these high quality, 4-cylinder, landaulettes were in regular taxi service in New York City in the first year. It may have been the first motor vehicle built by New Departure, however, it was not their first product.

The New Departure Bell Co., which became New Departure Mfg. Co. in 1901, started out making door bells and later, bicycle bells, and was driven by the inventive mind of the very same Albert Rockwell, who relocated with his brother Edward from Florida to Bristol in the late 1880's. From bells the company moved farther into the realm of bicycles, patenting the first coaster brake and beginning their first foray into making ball bearings, which ended up to be their primary product.

After the forced retirement of Albert Rockwell, the company was bought by William Durant in 1916 and became part of his United Motors, by 1918 a unit of General Motors. At the outset of WWII it was the largest bearing manufacturer in the world.



**ROCKWELL
TAXICAB**

CAN MAKE IMMEDIATE DELIVERIES

- † One hundred of these ("The Yellow Cab") have been in daily service in New York for a considerable period, demonstrating extremely little maintenance cost and tire expense.
- † This cab went through the severe storms this winter in New York without a break-down, notwithstanding the extremely heavy traffic.
- † Absolutely the most attractive taxicab proposition on the market today.
- † Specifications and prices on request.

The New Departure Mfg. Company, Bristol, Conn.

New Departure, unable to survive mergers and foreign competition, shut down in 1993, a blow to Bristol. - *Ed.*

HOBBY HEADLINES & HISTORY

On this day the Piquette Plant brought forth a car that put America on wheels -

The first Ford Model T was completed at Ford's new factory on Piquette Ave. in Detroit on October 1, 1908. It was the start of something very big indeed. [Photo at right]



A double-whammy then from Ford Motor Company - Sixty years ago, following the Big Three's introduction of new lines of compact cars for 1960, Ford came out with two new model lines for 1962, the Ford Fairlane and its cousin, the Mercury Meteor that defined yet another new market segment, the *intermediate* car. GM would not respond in kind until two years later when it introduced the A-Body Chevrolet Chevelle and its B-O-P brethren all sharing a 115 in. wheelbase.

While the Chevelle was a new nameplate, the Special, F-85 and Tempest were graduated from their initial market status as compacts, having been introduced in 1961 on a 112 in. wheelbase. The intermediate, or mid-size, category proved to be a winner for both Ford and GM.

A double-whammy now from the Audrain Automobile Museum in Newport, R.I. - This October is big for the folks who run the compact museum at 222 Belleville Ave. in "NPT." Not only are they hosting their second Motor Week and Concours, they have an all-new exhibit in the museum itself, dedicated to New England Hot Rods built from 1945 to 1965. Learn about what distinguishes the New England hot rod from the more well-known West Coast hot rod, and perhaps re-acquaint yourself with cars you may remember having seen in magazines or at Connecticut Dragway or on display at one of the yearly Autoramas in Hartford. This exhibit runs through November 14. For more information go to <https://www.audrainautomuseum.org/new-england-hot-rods>.

UPCOMING EVENTS (Club participation events in bold)

Thursday-Sunday, Sept. 30-Oct. 3 - Audrain Motor Week & Newport Concours, Newport, R.I. Concours d'Elegance on Sunday. For schedule and ticket info go to: <https://www.audrainconcours.com/2021-concours-week-at-a-glance>.

Saturday-Sunday, Oct. 2-3 - Zagrav Fall Festival & Swap Meet, 544 Amston Rd., Colchester, Conn., 7 a.m. to 4 p.m. Info: <http://www.zagravfarmmuseum.org>.

Sunday, October 3 - Middlesex Historical Society's 35th Annual Car Show & Flea Market, Palmer Field on Bernie O'Rourke Dr. (off Rte. 66), Middletown, Conn. Show car registration begins at 8:30 a.m. Contact: 860-346-0746.

Wednesday-Saturday, October 6-9 - AACA Eastern Fall Meet, Hershey, Penn. Info: <https://hershey.aaca.com/eastern-division-fall-meet/>.

Saturday, October 2 - **BACC monthly business meeting at the home garage of Karl Helming**, 220 Jobs Pond Rd. in Portland, Conn., beginning at 1:30 p.m.

Saturday, October 9 - 1st Annual Headlights & High Beams Car Show at Guilford Fairgrounds, Lovers Ln., Guilford, Conn., 9 a.m. to 3 p.m. Info: www.edwardricciofoundation.com/headlights-high-beams-car-show.

Saturday, October 16 - **BACC garage tour hosted by Jim Olson**, 41 Winthrop Rd., Deep River, Conn.; meet at the parking lot of nearby Plattwood Park on Winthrop Rd. (Rte. 80) by 10 a.m. to caravan/car pool over to Jim's.

Sunday, October 17 - Caffeine and Carburetors at Wavenly Park, 677 South Ave., New Canaan, Conn., 8 to 11:30 a.m.

Sunday, October 17 - Ty-Rods' 47th All-Automotive Swap Meet at Stafford Motor Speedway, 55 West St., Stafford Springs, Conn., gates open at 7 a.m., admission \$10, rain or shine.

Saturday-Sunday, October 23-24 - Greenwich Concours d'Elegance, Roger Sherman Baldwin Park, Greenwich, Conn. Bonham's Auction is Saturday, 25th Anniversary Concours d'Elegance is Sunday, 10 a.m. to 4 p.m. For details go to: www.greenwichconcours.com.

Wednesday, November 3 - **BACC Annual Meeting**, tentatively set for the East Hampton Library at 7:30 p.m. (date and location to be finalized at the October meeting.)

CANCELED - Toplands Farm in Roxbury, Conn. has canceled their annual Open House & Tractor Show for 2021.

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

The four-door “Convertible Sedan” was an elegant body type that was available from most American car companies from the late 1920’s up until 1941 in some cases. This body design, which originated in Europe, featured roll-up windows in all four doors, and often included a removable upper B-post. **The Convertible Sedan all but disappeared from the American market after WWII, except for three specific offerings during model years 1949-51 and 1961-67. Name the three anomalies.**

The correct answers to last month’s Who, What, Where, or When, “Which of these Ford Motor Co. cars were NOT equipped with sequential rear turn signals?” are:

A., 1964 Thunderbirds and D., 1968 Mustang California Specials

Ford developed sequential rear turn signals for the restyled T-Bird for 1964, however, it did not introduce them until 1965 because Ford was unable to secure approval in all 50 states in time (Federal motor vehicle safety regulations did not pre-empt state motor vehicle equipment laws back then). The 1965 T-Bird’s rear lamp clusters were later used on Shelby Mustangs for a few years. They were also used on the 1968 California Specials [shown above right], however, the sequential lighting feature was omitted from the turn signal function on those cars. The new for 1967 Mercury Cougar was also equipped with sequential rear turn signals although the lamp cluster appearance differed from that used on the 1965 Thunderbirds. Sequential rear turn signals went out of fashion for many years after that until they were reintroduced on the 2010 Mustangs. The new Mustang Mach-e also has a modernized version of the concept.



NEXT ISSUE

The next *Belltown Bulletin* will be the November, 2021 issue. The copy and classified ad deadline is Thursday, October 21. Monday the 25th is the publication date. E-delivery will take place no later than October 27 on the assumption that the next meeting falls on November 3rd.

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* - Ray Lichota (yr. 1 of 2) & Dan David (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]

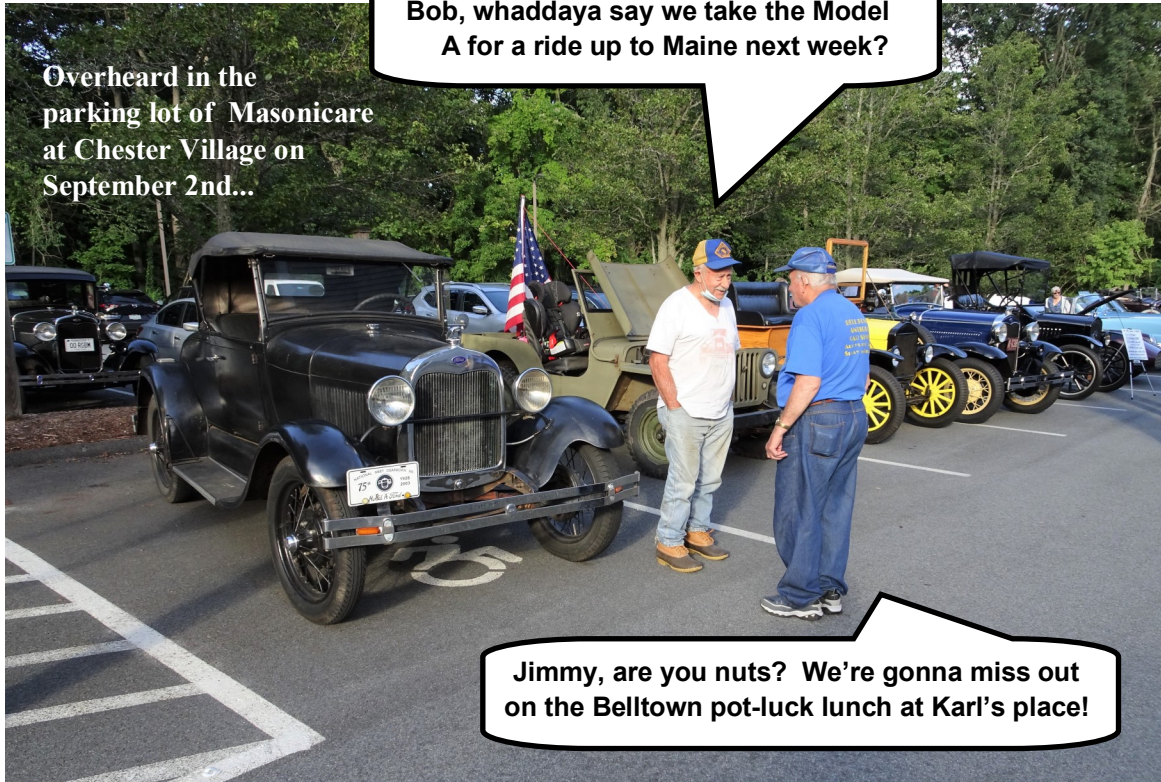
E-mail address - belltowncarclub@gmail.com

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” ...



E-Delivery Bonus*

The Classic Car Club of America Museum is one of the cornerstones of the Gilmore Museum campus in Hickory Corners, Mich. An 11,000 sq. ft. expansion of the original octagonal barn that housed the museum was just opened in September (see illustrations on next page). If you want to know more about the Classic Car Club of America Museum story, check out this video link:

<http://cccamuseum.org/Explore/The-Classic-Car-Club-of-America-Story-Museum>

With the 2nd Annual Audrain Motor Week & Newport Concours coming up at the beginning of October, you might want to learn more about it from the organizers themselves. They put out a promotional video narrated by Donald Osborne and Jay Leno that you can watch here:

<https://youtu.be/Ia2NAAZ7oSI>

Autumn is upon us and before you know it, winter will be here. Now is a good time to start thinking about winter storage for collector cars that will not be driven for several months or only exercised on occasion (on nice, dry days that we always look forward to). *Hagerty Media* summarized some useful recommendations on this subject a few years ago and you can read them here:

<https://www.hagerty.com/media/maintenance-and-tech/best-tips-for-winter-car-storage-and-care/>

*) 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.

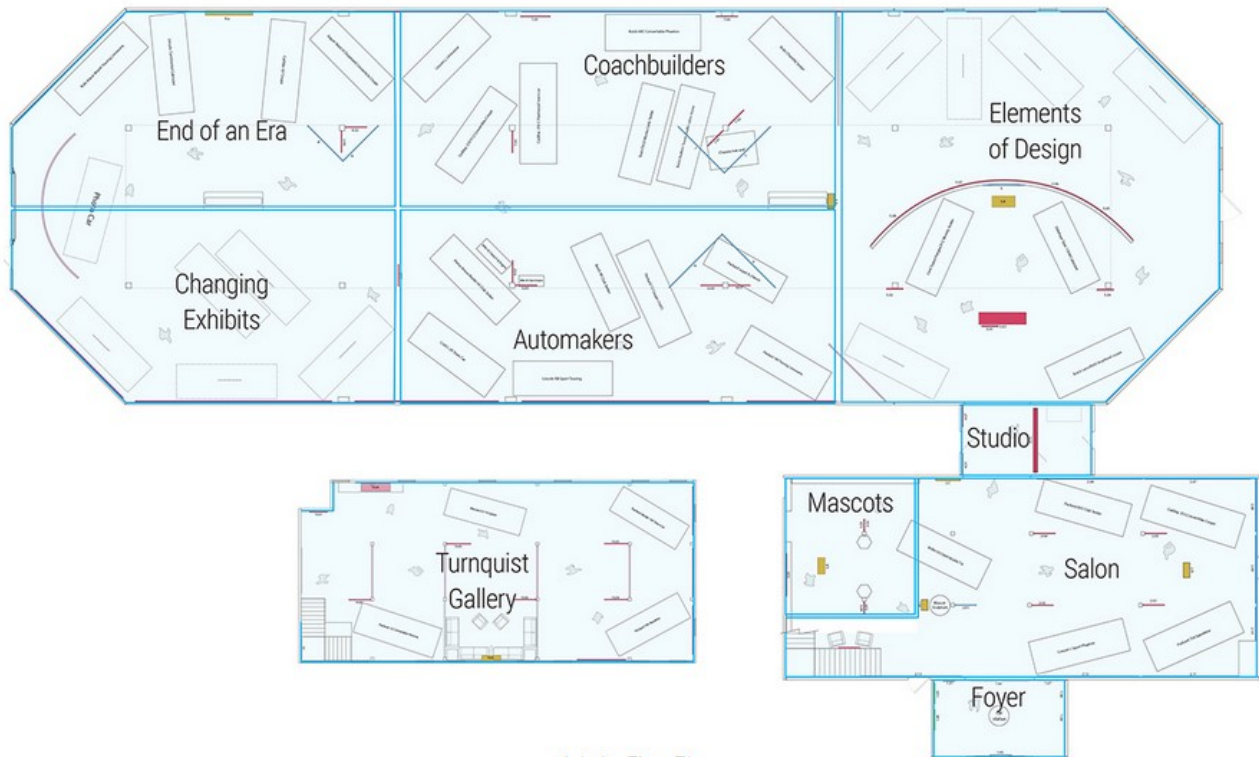


The Classic Car Club of America Museum, on the campus of the Gilmore Museum, Hickory Corners, Mich.
Expansion Completed in September, 2021
Grand Re-Opening Video here:

<https://www.hemmings.com/stories/2021/09/20/the-grand-reopening-of-the-classic-car-club-of-america-museums-expansion>



Construction underway in 2020



Interior Floor Plan