



THE BELLTOWN BULLETIN

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

October, 2022

NEXT MEETING

Saturday, October 8, 2022 at 1:30 p.m. at Karl Helming's in Portland

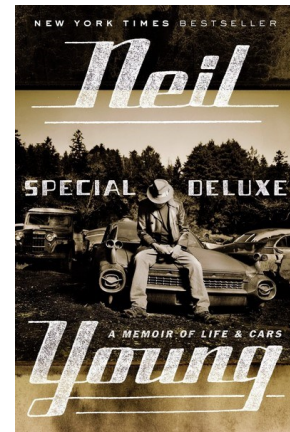
On the Agenda: - Considerations for the Featured Marque for our 2023 Meet
- Autumn activities + forthcoming election of officers for next year
- Arrangements for our 2022 Holiday Party

FUEL FOR THOUGHT

“Every car is full of stories. Who rode in 'em, where they went, where they ended up, how they got here.”

- Neil Young, musician, author, eclectic old car collector, and vintage Lionel train hobbyist, from an interview in *The New York Times* by David Carr, Sept. 19, 2012

Right: *Special DeLuxe, A Memoir of Life & Cars*
by Neil Young, Blue Rider Press, 2nd ed., 2014



CLUB NOTES

Our ninth business meeting of the year was held on September 7, at the East Hampton Library. Thanks to all who participated in the pot-luck supper that preceded the meeting.

Old business

Cliff Baker noted that our colleague *Tony Adams* recently moved to Barrington, Rhode Island. Cliff also said that the show/picnic at Chestelm is postponed to next June, on the 15th (or 22nd in the even of rain).

Chevi Super attended the meeting in a wheel chair, having broken her foot at our Meet on August 7. In spite of her mobility being limited while she continues to heal, Chevi had a very positive attitude about it and was in remarkably good spirits.

Recapping the August Meet -

- ♦ Why was there no EMT on site during the event? “We forgot to call them,” was the answer given. *Jon Grant* recommended that we make \$100 donations to the East Hampton ambulance and the EMTs who came to the scene to treat the injuries to Chevi and *Jim Way* at the spectator gate. Members approved a motion to do so.
- ♦ *Richard Beckwith* suggested that we should write a letter to the Haddam Neck Fairgrounds Association to thank them for the condition of the facility on the weekend of our Meet, including the fact that the needed mowing was done on the open field.

Continued on p. 2

CLUB NOTES, continued from p. 1

- ◆ *Polly Beckwith* sent a thank you to Staehly Farms for loaning their “locomotive” as our announcer’s stand.
- ◆ Incoming traffic management issues during the morning’s show car registration period were not all solved by reversing the incoming lanes from past practice (show cars on the right instead of the left). While doing so eliminated the show car crossover onto the show field, it created more safety risks for the registrars who were either between the lanes or squeezed between the moving show cars and the fence. Relocating the spectator parking from next to the horse corral to the open field was a positive change, although exiting required drivers to traverse a rutted area. *Alan Carlson* will request that the Fairgrounds Association fill in and chip-pave an exit path, which would also facilitate using what has been our exit road through the fire-house lot also for incoming spectators. That would separate all spectator traffic from show car registration and make that safer.
- ◆ There was a discussion about the flea market and whether reducing the cost per space by \$5 would entice more vendors to come. We want more hobby vendors in particular. We do not allow vendors selling guns, ammo, political items or food in competition with our approved food service. [In fact, we have typically done little or no promotion of the flea market in advance of the show, nor have we explicitly stated the flea market limitations as we did for this year’s April show held on state property. - *Ed.*]
- ◆ In response to a question about the lack of any public address system infrastructure at the Fairgrounds, *Peter Christianson* said that it was probably time for use to retire our old hard-wired system anyway and purchase a modern one that is easier to put up and take down.
- ◆ Comments were made as to the number of classes and whether we should continue with 3 trophies per class. The general feeling was that the class count needs to evolve as the participation in the show does, but as long as we have sufficient cars per class, first, second and third place awards can and should remain. *Jon Grant* cautioned against taking too much away from the show, which would detract from its character.

August 27th Tour (see p. 4) -

Alan Carlson thanked *Don Liepelt* and *Steve Rossi* (absent) for making the arrangements and laying out a good driving tour from Haddam to Killingworth via seldom used roads. The visit with Tom Tkacz was enjoyed by all. *Polly Beckwith* said she sent Tom a thank you. Tom has also been added to the email list for complimentary copies of the newsletter.

New business

Don Liepelt reminded everyone about the upcoming Mystic Seaport “By Land and By Sea” antique car show on Saturday, August 24, and the independent tour he is running on the days leading up to that event. He has plenty of room for more participants on the tour, so give him a call if you are interested.

Alan Carlson urged members to consider becoming an officer of the Club. We will be holding elections at the Annual Meeting in November, at which time we must elect a new president and a new vice-president, both positions open for 2023 as the incumbents are now term-limited from running again. Nominations for all leadership positions can be made at the October meeting.

Next meetings and locations

- ◆ The October meeting will be back at *Karl Helming*’s home garage in Portland and is scheduled be held on Saturday, the 8th at 1:30 p.m. Those who attend the AACA Eastern Fall Meet at Hershey will need to leave on Friday if they wish to attend the meeting.
- ◆ The Annual Meeting will be on Wednesday, November 2 at the East Hampton Library at 7:30 p.m.
- ◆ At our meeting in March, the location for our 2022 Holiday Party was agreed to be Fellowship Hall at the Zion Lutheran Church in Portland, and the date would be Saturday, December 10 (Sunday the 11th in case of snow). *Karl Helming* will reconfirm that it is on the Hall’s calendar. At the October meeting we need to go over the other details (caterer, menu choices, invitations, etc.).

MEMBER MILESTONES

Happy Birthday to:

Curtis Michael	Oct. 1st (80)	Bill Pope	Oct. 10th (80)
Angela Rich	Oct. 2nd	Robert Fiala	Oct. 14th
Karl Helming	Oct. 4th	Lee Harris	Oct. 16th (85)
Joe Lombardo	Oct. 4th	Chris Beckwith	Oct. 22nd
Donna Mae Bogan	Oct. 5th	Fred Fitch	Oct. 25th (82)
Theresa Mirecki	Oct. 8th	Fran Miller	Oct. 27th (76)
Richard Beckwith	Oct. 9th (79)	Marie Zeniski	Oct. 27th (78)
Ron Hodge	Oct. 9th (88)		

Happy Anniversary to:

Frank & Nancy Shaw	Oct. 2nd (40)	Cliff & Diane Baker	Oct. 21st (50)
Paul & Angela Rich	Oct. 5th	Rollin & Shari Karoll	Oct. 24th
David & Suzanne Degregorio	Oct. 15th	Curtis & Barbara Michael	Oct. 24th (56)
Ron & Fran Miller	Oct. 15th (56)	Matt & Linda Elgart	Oct. 25th (59)
Jon & Jennifer Foote	Oct. 16th (51)	Bob & Eleanor Sutton	Oct. 26th (59)

Best Wishes for a Speedy Recovery to: *Diane Baker*, who is recuperating at home after having been hospitalized for a gastrointestinal disorder in early September.

New Member: Please welcome *John O'Boyle* of Wethersfield, Conn. to BACC. John owns a 1997 Mercedes-Benz SL500 and is also a member of the Mercedes-Benz Club.

The BACC roster now totals 102 primary members, including six lifetime.

CONNECTICUT AUTOMOBILIA

Submitted by Steven Rossi

40 AUTOMOBILE TRADE JOURNAL

These horns don't linger long upon your shelves

Three things make them move lively. The first is their great efficiency as a warning signal. The second is their remarkable durability and freedom from trouble. The third is their very low price for the value given.

These are the principal features which make

CLERO HORNS
(Trade Mark Registered, U. S.)

such an excellent proposition for dealers. They completely meet the requirements that a motorist demands in the warning signal for his car. They sell well, because no other horn offers so much for the money.

The line has enough models to meet all needs—not so many as to make stocking them burdensome. The Model A Mechanical Horn, shown at the top of the page, is a marvel. You can't beat it at any price. Simple, durable, effective. Price, \$5.00.

Another model, Mechanical, for Ford and light cars and having a short bell—Model F—sells for \$4.50. No wiring, no batteries, nothing to get out of order; the first cost is the only one.

The CLERO, JR., is the electric horn that has earned its place in the front rank. A splendid signal for \$4.00.

The CLERO BULLDOG is the one that sells. Think of a high-grade, dependable electric horn for only \$3.00. The Bulldog is the great value giver.

Nearly 200,000 CLERO HORNS will be standard equipment on 1916 cars. Be prepared to supply the demand of those not so fortunate.

Write for Catalog and Discounts.

The Fitzgerald Mfg. Co.
Torrington, Conn.

Who knew that Torrington, Conn. was blowing its own (automotive) horns as the Brass Car era came to a close?

CLERO HORNS



Horns that are easy to sell

The two CLERO models shown above are horns that any dealer will find it easy to sell. They are such efficient warning signals, so simple and durable in construction, so attractive in appearance, so low in price, and offer so much value that it is no trick at all to sell them.

The Model A on the left is a mechanical horn that has no equal in the essentials of a warning signal. The motorist who pays \$5 for it is getting a horn that will outlast his car and be always on the job. A similar horn, Model F, but having a short bell, is the signal par excellence for Fords and light cars—price, \$4.50.

The CLERO BULLDOG, on the right, is the electric horn that makes a hit. It's hard to equal at any price, and selling it for \$3 certainly makes them move fast. It's a great big value. So is the CLERO JUNIOR—with a long bell—which sells for \$4.

The CLERO is a good horn to handle. It makes good and you make profits. Write for catalog and dealers' offer.

We also manufacture Copper Asbestos Gaskets, to fit all cars, Battery Connectors, Terminals, Shim Brass, and Ford Lighting Outfits. Quality and delivery guaranteed. Write for prices.

THE FITZGERALD MFG. CO., Torrington, Conn.

The “Down from River Valley & Up to Bunker Hill Tour” on August 27

Much appreciation goes to organizer Don Liepelt, tour route planner Steve Rossi, and, above all, our congenial host and pizza chef, Tom Tkacz for a most enjoyable day centered around our love for old cars.



Left: Don & Jackie lead the way past Cedar Lake in Chester, enroute from Haddam to Killingworth.

20 antique vehicles (3 from C.H.A.S.) and 1 modern pickup took part in the tour, with 35 participants in all.



Above & Left: Through the wilds of Killingworth...



Clockwise from above, center: Spare supercharger for Tom Tkacz’ 1937 Graham coupe, Tom (L) answers questions about his diverse collection, Tom’s DIY wood-fired pizza oven, Belltowners relax outdoors and await their pies, another view inside Tom’s garage.

[Photo credits: *Dan David*]



BELLTOWN CLASSIFIEDS

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

For Sale – 2007 BMW X3. 125,000 miles, very clean, runs great.
\$6,700.

Call Joe Lombardo, 860-815-7437. [BACC member]



LETTER TO THE EDITOR

Hi Dan,

Please convey the appreciation of the members of The Deep River Historical Society to those members of the Belltown Antique Car Club who participated in DRHS's "Orphan and Discontinued Car Show" on Saturday, September 17.

The spectators loved Cliff Baker's 1929 Viking, which received "First Place" honors in People's Choice voting for a second time! (Our first event was held in 2019, followed by a two-year "COVID hiatus.")

We were thrilled with a total of 98 show cars for this year's show, 69 of them orphan/discontinued, the rest marques still produced. Car owners and spectators enjoyed the museum tours, DJ, raffle, vendors and SHADE.

Hopefully we'll see even more "orphans" driven by other Belltown members next year!

Sincerely,

Bill Nitschke

2022 Co-Chair, DRHS Orphan and Discontinued Car Show

ORPHAN CARS MAKE A BIG IMPRESSION

Unmuffled Exhaust from the Editor

The Deep River Historical Society's second Orphan and Discontinued Car Show is in the history books. "Bravo!" for growing the event from 55 cars in year one (pre-COVID) to 98 this year!

Jim Olson and four other Belltowners each showed examples of orphan cars (Jim brought several of his), while co-chair *Bill Nitschke* and at least five others brought old cars whose descendants are still in production. There are more orphans in the BACC fleet, including some Oldsmobile and Nash automobiles that people would appreciate seeing next time.

I was surprised there were so many post-war Pontiacs on the field. The fact that they are now orphans, along with Oldsmobiles and Saturns, hasn't fully sunk in yet. Unsurprisingly, there were a fair number of Studebakers, including a gorgeous, supercharged 1963 Avanti R2 belonging to *John and Barbara Hoban*. Coincidentally it was parked nose-to-nose with a 1984 Avanti, one of the last built on a Studebaker frame (later Avantis were re-engineered on a Chevrolet frame to comply with new safety standards). The purity of the original Avanti design, especially in terms of the interior, stood in stark contrast to the evolved version, which is laden with add-on features to satisfy older, more luxury-oriented buyers and meet regulatory changes.

American Motors was represented, too, although I lamented the absence of some of my favorite models. Attendee *James Keach* (right) of Guilford, who entered his MG TD, grew up in Kenosha, Wisconsin and the sight of a Nash Rambler station wagon brought back a flood of memories. Jim likened the styling to that of the Kelvinator refrigerators common in his youth (he was aware of the corporate connection).

I am looking forward to seeing what this show has to offer in 2023!

[Photo: Dan David]



HOBBY HEADLINES & HISTORY

Cadillac founded by expert toolmaker Henry M. Leyland 120 years ago, in 1902 - The first Cadillac, named in honor of the French explorer who established the city of Detroit, debuted at the New York Auto Show in 1903. The company was awarded the Dewar Trophy in 1903 for its leadership in parts interchangeability and made it the basis for a marketing position as “The Standard of the World.” The following year Cadillac was acquired by General Motors. For decades afterwards, Cadillac Division was known for technical innovations in engines, electronics and suspensions, and was the styling leader for General Motors. Today, Cadillac continues as the premium brand in the pared-down General Motors line-up. Leyland left GM in 1917 and, together with his son Wilfred, founded Lincoln, initially to make Liberty engines for WWI, and later, a premium automobile called Lincoln.

Two iconic, fiberglass-bodied sporting machines debuted 60 years ago - The first Studebaker with a fiberglass body, the 1963 Avanti sports coupe, and the all-new-for-1963 Corvette, now known as the “C2,” were launched with great fanfare in 1962. The original Avanti was a sales flop after enduring production delays that frustrated dealers and buyers alike, but it went on to have a second life after Studebaker abandoned operations in South Bend, Indiana in 1964. Later that year, dealers Nate Altman and Leo Newman bought the production facilities and the rights to the Avanti from Studebaker and relaunched it as the Avanti II. The more successful of the two nameplates by far, the 1963 Corvette was notable for its four-wheel independent suspension and the addition of the first coupe body style in the Corvette line. The 1963 coupes with their one-year-only, split-window styling are highly-prized today, as are the original Avanti coupes.

Auto auction house news - Sports management company IMG has taken a 55% stake in Barrett-Jackson Auctions, a deal worth nearly \$249 million. Classic car insurer Hagerty, meanwhile, has taken full ownership of new collector car auction house Broad Arrow Group after having initially taken a 40% share in the company.

UPCOMING EVENTS (Club participation events in bold)

Saturday-Sunday, Oct. 1-2 - Zagray Fall Festival & Swap Meet, Zagray Farm Museum, 544 Amston Rd., Colchester, Conn., 7 a.m. to 4 p.m. Info: <http://www.zagrayfarmmuseum.org>.

Sunday, October 2 - Club Corvette of Connecticut’s 28th Annual Corvette Show & Swap Meet, Guilford Fairgrounds, 111 Lover’s Ln., Guilford, Conn. (new location and timing). 9 a.m. to 3 p.m., general adm. \$5 (under 12, free). Info at <https://www.clubcorvettect.com/club-corvette-of-connecticut-annual-car-show/>.

Sunday, October 2 - 36th Annual Middlesex Historical Society Car Show and Harvest Market, Palmer Field off Rte. 66, Middletown, Conn. Cut-off year 1997. \$3 general admission, \$10 show cars. Rain date: October 9.

Tuesday-Friday, October 4-7 - AACA Eastern Fall Meet. Info: <https://hershey.aaca.com/eastern-division-fall-meet/>.

Saturday, October 8 - **BACC monthly business meeting**, 1:30 p.m. at Karl Helming’s home garage in Portland, Conn. Nominations will be taken for 2023 Club officers.

Saturday, October 15 - Toplands Farm’s Fall Open House and Tractor Show, 102 Painter Hill Rd., Roxbury, Conn. - **CANCELED DUE TO UNFORESEEN CIRCUMSTANCES**. Info: <https://toplandsfarm.com/events/>.

Sunday, October 16 - Ty-Rods 48th Annual Fall Swap Meet at Stafford Motor Speedway, 55 West St., Stafford Springs, Conn., 7 a.m. to 5 p.m. Info: [https://www.facebook.com/events/505605761008898/?acontext=%7B%22event_action_history%22%3A\[%7B%22surface%22%3A%22page%22%7D\]%7D](https://www.facebook.com/events/505605761008898/?acontext=%7B%22event_action_history%22%3A[%7B%22surface%22%3A%22page%22%7D]%7D).

Wednesday, November 2 - **BACC “Annual Meeting,”** 7:30 p.m. at the East Hampton Public Library. Election of 2023 officers will be held.

Saturday, December 10 - **BACC 2022 Holiday Party** at Fellowship Hall at the Zion Lutheran Church, 183 William St., Portland, Conn., beginning at 1:00 p.m. In case of snow impeding travel it will be held on Sunday the 11th. Invitations will be mailed to members in advance; RSVP with meal choice and check.

Repeating Cruise Nights / Cars & Coffee Events [weather permitting]

Every Other Sunday - Cars & Coffee at Guilford Commons (“Rockpile”), 9 a.m. to 11 a.m. Last ones: 10/9 and 10/23; confirm by checking their Facebook page: <https://www.facebook.com/ctshorelinecarsandcoffee>.

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 five automobiles from the 1960's that were *not* produced by General Motors but were powered by Chevrolet engines, and in which model years.

The correct answer to Who, What, Where, or When in the July issue, “120 years ago, on August 22, 1902, the sitting U.S. President became the first person to hold that office and ride in an automobile. Who was that man, what kind of car was it, and where was it built?”:

President Theodore Roosevelt was the first President to ride in an automobile *in a public procession*. On August 22, 1902, he rode in a Columbia Electric Victoria Phaeton made in Hartford, Conn.

For the record, more than a year prior, Mr. Freelan O. Stanley of Watertown, Mass. gave Roosevelt's predecessor, President William McKinley, a private demonstration ride in an early Stanley steam car. Despite reassurances by Mr. Stanley, President McKinley was reportedly unenthusiastic about both the ride and the prospects for the automobile.

The first acquisition of an automobile for use by the government took place during Teddy Roosevelt's administration. Ironically, it was a later model Stanley Steamer.



Above: Columbia Electric Victoria Phaeton ad. The driver sat in the rear and steered with a tiller. Two passengers sat up front below the driver's line of sight.

NEXT ISSUE

The next *Belltown Bulletin* will be the November, 2022 issue. The copy and classified ad deadline is Tuesday, October 18. Friday the 21st is the publication date, with mail-out on October 24 and e-delivery no later than October 26. **2023 Membership Renewal Forms will be mailed with the November issue of the newsletter**, therefore it will be a 6-page issue.

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	Elected Directors* - Vacated 9/22 (yr. 1 of 2) & Ray Lichota (yr. 2 of 2)
Vice President - Mark Hoydilla	Sunshine Chairperson - Polly Beckwith (860-345-4256)
Secretary - Peter Christianson	Newsletter Editor - Dan David (dan12david@yahoo.com, 860-575-6194)
Treasurer - Cliff Baker	*) 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...



Here is the actual news photo of President Teddy Roosevelt riding in the 1902 Columbia Electric Victoria Phaeton pictured on p. 7. Note that the passengers rode up front, with the driver seated behind on the left side, steering tiller in hand.

This “motorcade” took place in Hartford, Conn.

[Info and photos from Warner Photo Co.]

E-Delivery Bonus*

- ◇ Prior to the start time for our next meeting on October 8, Cardone & Daughter Automotive in Old Saybrook will host a Vintage & Specialty Car Event at their shop, from 9 a.m. to 1 p.m. Stop by with a non-perishable food item for the Shoreline Soup Kitchen & Pantries and check out the cars and the place. See flyer on p. 9.
- ◇ When you get tired of raking leaves and need a break, here is an interesting video that was posted recently on *Hemmings Daily News*. It explains an engine simulator program written by a fellow who goes by “Ange The Great.” His idea was to create a better way to artificially create an engine soundtrack for video games but it evolved into something interesting in its own right:

<https://www.youtube.com/watch?v=RKT-sKtR970>

If V-8’s aren’t your thing he has a companion video simulating other piston engine configurations. Or, maybe you just want to get back outside and rake some more...

*) 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.



Vintage & Specialty Car Event



4 Custom Drive, Old Saybrook

(860) 664-0727

(Exit 66 off I-95, same road as the Old Saybrook DMV)

Saturday, October 8, 2022 - 9 am to 1 pm

(Rain Date: Sunday, October 9, 2022)

(Please follow prevailing Covid Policy at time of event)



**Anyone owning a vintage/specialty vehicle is encouraged to drive it to the shop
(vintage car not mandatory to attend, EVERYONE is invited!)**

**Enjoy morning coffee / afternoon hot dogs
get 'em while they last!**

Help us feed neighbors in need!



**Please bring a non-perishable food donation for our
friends at the Shoreline Soup Kitchen!**

www.CardoneAndDaughter.com