

NEXT MEETING

Wednesday, July 5, 2023 at 7:30 p.m. at the East Hampton Public Library

Timely Topics: - Key assignments for running our Vintage Motorcar Meet in August
- Report on sign meeting with CCR-AACA
- Upcoming tours and activities, ideas for autumn

FUEL FOR THOUGHT

“The Studebaker Avanti was one of those rare cars whose design seemed to arrive fully formed — and without precedent. But it arrived as the company was on its last legs ... The car was introduced at the New York auto show in April of 1962. It was a sensation, with little chrome, a boldly displayed rollover bar and the huge glass fastback. The Avanti was a paradox from the start: an Indiana car with an Italian name.

Studebaker, originally a wagon maker, stood for no-nonsense American durability. Its owners thought of themselves as smart and practical. They weren't seduced by the Detroit cars Raymond Loewy compared to jukeboxes, decorated with 'spinach and schmaltz.' But they still seemed to yearn for style.

The end of Studebaker [as an automaker, in 1966] offered an augury for the future of American industry, a story of declining fortunes. The Avanti, seen in memory amid palm trees beneath bright blue desert skies, offered a compelling alternative vision.”

- Excerpt from an article entitled, *A Classic from Loewy's Portfolio* by Phil Patton, published in *The New York Times*, June 15, 2012



Above: Studebaker president Sherwood Egbert (L) with designer Raymond Loewy (R) and the new 1963 Avanti [Source: Studebaker National Museum]

CLUB NOTES

Our sixth business meeting of 2023 was held on June 7 at the Masonic Hall in East Hampton (relocated from the nearby East Hampton Public Library due to a conference room scheduling snafu there).

New member *Phil Schuster* brought a guest, Chris Wendel, also from East Haddam and formerly of New Jersey.

Old Business

Cliff Baker updated the financials from the Antique Engine & Tractor Meet held April 30. The net result was a small loss of \$270, mainly due to the wet weather affecting turnout.

Cliff also reported that Club logo hats are now \$10.50 each (new members get a free one). Cliff asked for, and was granted, approval to order 20 hats to have on hand.

CLUB NOTES (continued from p. 1)

Polly Beckwith revealed that the Beckwiths already made a donation to the Haddam Historical Society on behalf of BACC (plus the two other clubs) in appreciation for the HHS tour of the historic Haddam Jail on May 7.

The Chestelm car show and picnic was set for Wednesday, June 14 at 5:30 p.m., with June 21 as a rain date. Car show parking will be in the rear of the building, according to Cliff.

New Business

Ray Lichota reported that the Central Conn. Region of AACA is no longer holding car shows. They have professional show signs as well as a trailer to sell. A motion was made to send BACC representatives with a spending cap to meet with CCR-AACA and make an offer for items we can use.

Mark Aldieri stated that the long-lead publicity for our August Vintage Motorcar Meet is in place and what remains to be done is local media including radio and TV. Mark also volunteered to be at the show gate early on the day of the Meet to let in flea market vendors and early birds. *Peter Christianson* also volunteered to arrive early.

The Featured Marque hand-out about Studebaker that was drafted by *Dan David* was approved and will be included in the show car registration packets to be put together by *Peter Christianson*. *Ralph Phil* will look into making a placard with the information for spectators to read at the Featured Marque class location on the field.

Bob Sutton noted that Reynolds Subaru in Hamburg Cove, a former Studebaker dealer, owns an original 19th century Studebaker carriage as well as a later Lark automobile. Bob said he would speak with the owner about bringing them to our Meet.

Flyers for the Meet were available for the taking by members who would post them in local establishments.

Bill Nitschke told of the recent meeting between the local chapter of the Model A Club and students at Valley Regional High School and said that it could be a model for us to expose other local high schoolers to the old car hobby.

Upcoming Club Activities

Scott Macgregor indicated that our tour of Don Passardi’s private collection, a.k.a. Gasoline Alley Automotive Museum in Stafford Springs, Conn. is set for Saturday, July 15. Lunch plans have not been finalized. *Jon Grant* called Passardi’s private collection of early Ford cars and memorabilia a “must see.”

Old Car Connection of the Month

Doug Coby, a *Hemmings* advertiser from the Milford, Conn. area, has been offering auto transport for 25 years. He will haul your car on his one-car flatbed trailer to car shows or wherever it needs to go, within a 200 mile radius. Call him to discuss, 203-878-8184.

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Ed Zenisky	July 1st (82)	Bob Sutton	July 22nd (82)
	Ray Lichota	July 2nd (78)	Fred Glabau	July 23rd (78)
	Phil LaRose	July 3rd (87)	Donald Super	July 24th (76)
	Jennifer Foote	July 9th	Gayle Kellas	July 26th
	Ray Mastronunzio	July 19th (75)	Katerina Lamenzo	July 30th
	Elaine Grant	July 22nd		

<u>Happy Anniversary to:</u>	Joe & Joan Frey	July 4th (30)
	Richard & Polly Beckwith	July 12th (54)
	William & Nancy Pope	July 17th
	Philip & Deborah Hamilton	July 24th
	Mark & Jane Aldieri	July 27th
	David & Nancy Cardone	July 31st

Get Well Soon to: *Phil Hamilton*, who had been hospitalized with COVID-19 and other issues. [Phil is back home now, continuing his recuperation, and feeling better. - *Ed.*]

CONNECTICUT AUTOMOBILIA

Submitted by Steven Rossi

Doppler radar devices commonly used today by law enforcement to measure the speed of moving vehicles may be hand-held, vehicle-mounted or stationary. The radar speed gun was invented by John L. Barker, Sr. and Ben Midlock, who developed radar for the military while working for the Automatic Signal Div. of LFE in Norwalk, Conn. during World War II. After the war, Barker and Midlock tested radar on the Merritt Parkway. In 1947 their system was tested by the Conn. State Police in Glastonbury, initially for doing traffic surveys and issuing warnings to drivers for excessive speed. Starting in 1949, the State Police began to issue tickets based on the speed recorded by the radar device.



UPCOMING EVENTS (Club participation events in bold)

Tuesday, July 4 - Essex Auto Club annual car show at the Conn. River Museum, head of Main St., Essex, Conn., 10 a.m. to 2 p.m.; \$20/show car, limited to first 80 cars (gate open at 7:30 a.m.); \$5 suggested donation for spectators. Rain date: Sept. 4 (Labor Day). See the EAC Facebook page: <https://www.facebook.com/groups/1061933157162665>.

Wednesday, July 5 - **BACC monthly meeting** at the East Hampton Public Library, beginning at 7:30 p.m.

Saturday, July 15 - 44th 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.

Saturday, July 15 - **BACC tour** (with Early Ford V-8 Club chapter) to Don Passardi's private Gasoline Alley Automotive Museum, 58 Buckley Highway (Rte. 190), Stafford Springs, Conn. Arrival time and lunch details to be announced.

Saturday, July 22 - 5th Annual Woodies at Mystic car show, Mystic Seaport, Mystic, Conn., 10 a.m. - 3 p.m., sp. by the Yankee Wood Chapter of the National Woodie Club. Info: <https://woodies.clubexpress.com/>.

Saturday, July 29 - Lyme/Old Lyme Lions Club car show at 100 Lyme St. (Rte. 1), Old Lyme, Conn., 9:30 a.m. - 1:30 p.m.

Wednesday, August 2 - **BACC special monthly meeting at the Haddam Neck Fairgrounds off Rte. 151, at 6:30 p.m.;** car show and judging team assignments will be made. Volunteers for Sunday should try to attend.

Saturday, August 5 - **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 6 - **56th Annual Belltown Vintage Motorcar Meet**, Haddam Neck Fairgrounds, Haddam Neck, Conn., 8:00 a.m. - 3 p.m., cut-off year 1983. Featured Marque: Studebaker. Info: www.belltownantiquecarclub.org.

Thursday, August 10 - **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 17. Contact: *Cliff Baker*.

Repeating Cruise Nights / Cars & Coffee Events

Every Tuesday - "Misfits Car Show," 95 Bridge Rd., Haddam (Tylerville), 3 p.m. to dusk; host: *Joe George*

Select Tuesdays - Car Show at Nature's Art Village, 1650 Hartford-New London Tpke. (Rte 85), Oakdale (S. of Salem), 6 p.m. - 8 p.m., pre-1978 (next ones: Aug. 1, Sept. 5; rain date following Thurs.)

Third Wednesday - Good Times Cruise Night, Colchester Green, 5 p.m. to sunset; -1987 (rain date following Wed.)

Every Other Sunday - CT Shoreline Cars & Coffee at Moroso Performance Products off Goose Lane in Guilford, entry \$2/car, 9 to 11 a.m. (next ones: July 9, 23)

Select Sundays - Cruzin' Hebron at Hebron Village Shoppes, Rte. 66, 4 p.m. onward (next one: Sept. 24)

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>.

HAPPY MOTORING

On Saturday, June 3, an Electric Car Show was held at East Hampton High School, sponsored by the East Hampton Clean Energy Task Force. It seemed like a good opportunity to find out if electric vehicles are the hot ticket for young “car guys.” Not surprisingly, there no antique EVs at this show, although there were two early-modern electrics in attendance, a 2014 Mitsubishi MiEV and a 2014 Tesla Model S.

Enthusiasm for EVs abounded at the show, both from the owners who brought them, and, in the case of dealer cars, the sales associates who accompanied them. This being about kids in cars, we managed to get a few words with two prospects who knew what they liked and jumped at the chance to get behind the wheel of their respective favorites.

Hailey Sinsigalli of East Hampton (L) exclaimed that the escargot-shaped Mitsubishi MiEV owned by BACC’s *Steven Rossi* was “cute.” **Joseph Kovak** of Marlborough (R) said the early Tesla S, owned by Mike Bula, also of Marlborough, was his favorite and deemed it “very cool.” If only we could entice their fathers to bring them to the Belltown Vintage Motorcar Meet, holding out the (slim) possibility that there could be a battery-electric from over a hundred years ago on display. For certain they will see many fine examples of the wide variety of antique cars and trucks built from the dawn of the motoring age up until 40 years ago - before their fathers were born, most likely.



[Photo credit: Dan David]

When local youngster **Damien Stockley** was spotted checking out the classic cars at Misfits Car Show in Haddam last month, *Cliff Baker* offered him the chance to sit behind the wheel of a couple of Belltowners’ cars, including Cliff’s own 1929 Viking. Naturally, as a budding car guy, Damien happily said, “Yes, please!”



[Photo credit: Cliff Baker]

Email your photos of “Kids & Cars” to the editor for publication in an upcoming issue of *The Belltown Bulletin*.

BELLTOWN CLASSIFIEDS

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

For Sale – **1931 Ford Model A Deluxe Roadster - Asking \$17,500**

Brewster Green and black with Apple Green wheels & stripe. New LeBaron Bonney interior and correct T-14 top. Many accessories incl. quail, stone guard, whitewall tires, twin sidemounts with stainless steel tread covers, etc.

Solid, straight and rust free; a nice driver.

Call **John Beveridge**, 860-767-3072 [BACC member]



For Sale – **1929 Ford Model A Roadster with Rumble Seat - \$22,000**

Body off frame restoration to driver condition, driven little since then. Gray leather LeBaron Bonney interior, exterior painted Bonney Gray with Chelsea Blue. Has etched wind wings, side curtains. Rebuilt carburetor installed in 2023.

Call **Phil Guertin**, 860-873-3459 - leave a message [BACC member]



For Sale – **Used set of 4 wide whitewall tires for Ford Model A with 19" wheels**

Call **Ralph Hermann**, 860-767-0758 (Essex)

HOBBY HEADLINES & HISTORY

Car Designer Harry Bradley, 1939-2013 - Well-known designer Harry Bradley passed away on May 13. A graduate of Pratt Institute, Bradley's career began at General Motors in 1962. During his time at GM he moonlighted doing drawings of custom cars for hot rod and custom car magazines while also penning custom car designs for the famous Alexander Brothers shop in Detroit, including their Dodge Deora show truck. Bradley left GM in 1966 to design Hot Wheels models for Mattel. Three years later he started his own design business specializing in custom work.

Two Fathers of the Muscle Car Era Pass - Engineer Bill Collins and marketing man Jim Wangers both played out-sized roles in the creation and promotion of the 1964 Pontiac GTO, the car that jump-started the Muscle Car craze of the 1960's. Collins, who left us on March 5 at age 90, was the one who pitched the idea of putting the 389 cid V-8 in the mid-size Tempest to division manager John DeLorean, who green-lighted it despite it being in conflict with official GM policy. After leaving GM, Collins worked at DeLorean's eponymous sports car company. Later he set up his own firm to build the Vixen, an aerodynamic, BMW-powered, garage-able motor home. Wangers, 97, passed away in his sleep on April 27. An NHRA drag racer in the stock classes, he used that experience while employed at Pontiac's ad agency to come up with innovative ways to market the new GTO to a young, mostly male audience. Among other things, Wangers is credited with proposing the idea of doing a Pontiac GTO vs Ferrari GTO "comparison test" to David E. Davis, editor of *Car and Driver* as part of the GTO's sales launch in 1964. Wangers advised Pontiac management for decades and became a fixture at Pontiac club events throughout his life.

Cord Trademark Auctioned Off on June 17 - The Cord Automobile Company trademark sold for \$31,000 at the Cord-Kruse Auction in Midland, Texas. The trademark was owned by Craig Corbell who bought it from the late Glenn Pray's family in 2014 for \$242,000. Pray had owned it since the 1960's when he procured the trademarks and remaining supplies of spare parts for Auburns and Cords. He proceeded to build Cord and Auburn replica automobiles during his ownership of the trademarks. Corbell intended to build a new line of replica Cords himself but the project stalled when Federal regulations governing new, low-volume replica vehicles were delayed.



July 14 is Collector Car Appreciation Day - The SEMA Action Network wants you to celebrate the collector car your way. Attend an event, host a gathering or club meeting, or just drive your special ride to wherever you feel like going. How about taking your child or grandchild out for ice cream? [Send me a picture if you do! - **Ed.**]

[BECKWITHS' 3-CLUB PICNIC & HADDAM JAIL TOUR](#)

Many thanks go to *Polly and Richard Beckwith* for hosting the picnic and arranging the tour of the nearby historic Haddam Jail on May 7, and, to the Haddam Historical Society for leading us through it.



[A WISH LIST FOR THE VINTAGE MOTORCAR MEET](#)

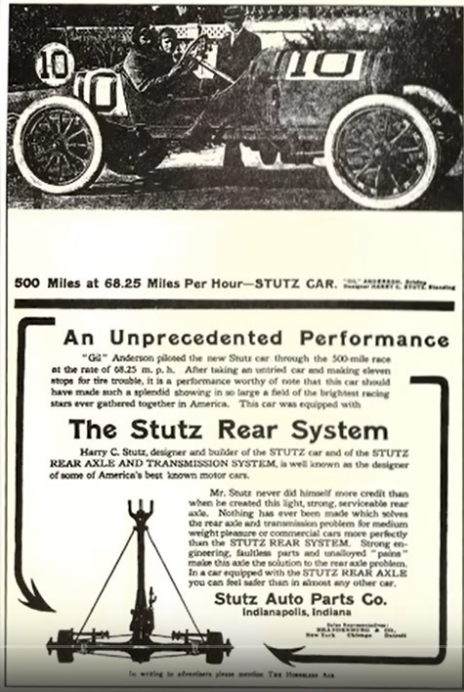
Unmuffled Exhaust from the Editor

Before we know it, it will be time to open the fairgrounds gate for our 56th Annual Vintage Motorcar Meet! Based on experience, in particular what we learned last year, these are my wishes for this year's event:

- No one gets hurt or sick, but just in case, we arrange to have EMTs on site all day.
- The responsible member for each aspect of the show - the main gate, show car registration, traffic management, parking, judging, and clean up - recruits a team of volunteers in advance of the event.
- There are enough volunteers, they understand their assignments, and know the schedule for the day.
- We use the pre-2022 entrance road set-up in the morning, whereby show cars use the left lane and spectator cars the right. It reverts to two-way traffic in the afternoon, becoming the show car exit.
- The back road and firehouse gate are used all day for vehicle traffic exiting - spectator cars in particular.
- We station "traffic cops" at the main entrance in the morning, as well as all day at the road crossing (beyond registration), who are focused on safety and directing drivers to where they need to go.
- The members who select the winners of the special awards do not overlook deserving vehicles that were not judged, whether they parked in display-only or their owners did not want them to be judged.
- We make sure there are enough paper towels, etc., in the rest rooms to last the whole day.
- The food vendor has enough food for a big turnout, and, we remember to invite an ice cream vendor!

WHO, WHAT, WHERE OR WHEN*Challenge your automotive history IQ***What do the following companies have in common?**

Packard STP Pierce-Arrow E-M-F Paxton Gravelly



The correct answer to Who, What, Where, or When in the last issue, **“Which of the following rear-wheel drive American cars have the transmission mounted in the rear, attached directly to the differential or integrated with it (i.e., a “transaxle”)?”**:

Correct: Mid-engine 1984-88 Pontiac Fieros and 1981-83 DeLoreans, rear-engine 1960-69 Chevrolet Corvairs and 1948 Tuckers, and front-engine 1961-63 Pontiac Tempests and 1915-22 Stutz Bearcats all have their transmissions mounted in the rear. Having the transmission in the rear on a front-engine car improves front legroom as well as front- to-rear weight distribution [see Stutz advertisement, left].

Incorrect: The Corvette did not switch to a rear transaxle until the C5 in 1997. The second generation Buick Riviera had a conventional front-engine / RWD layout despite sharing a platform with the FWD Olds Toronado and Cadillac Eldorado that had front-mounted trans-axles. Like the Riviera, Hupmobile Skylarks and Crosleys utilized a front-engine / RWD layout in which the transmission was attached to the bellhousing directly behind the engine.

NEXT ISSUE

The next *Belltown Bulletin* will be the August, 2023 issue. The copy and classified ad deadline is Tuesday, July 18. Friday the 21st is the publication date, with mail-out on July 24 and e-delivery no later than July 26.

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 contributors:** Steve Rossi, Cliff Baker, Peter Christianson and Stan Mirecki.

BELLTOWN ANTIQUE CAR CLUBPresident - **Mark Hoydilla**Vice President - **Ray Lichota**Secretary - **Peter Christianson**Treasurer - **Cliff Baker**Elected Directors* - **Jon Grant** (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 (Alan Carlson) 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**]

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.

Reproduction of this publication in whole or in part is subject to prior approval by the editor.

BY THE WAY...



“Kids & Cars” most certainly includes Kids & Dads in Rumble Seats, so we are pleased to share this recent photo of **Nora** and **Dan Christianson** enjoying an open-air ride in granddad Peter’s 1928 Chevrolet Cabriolet Sport convertible coupe ...

[Photo submitted by *Peter Christianson*]



E-Delivery Bonus*

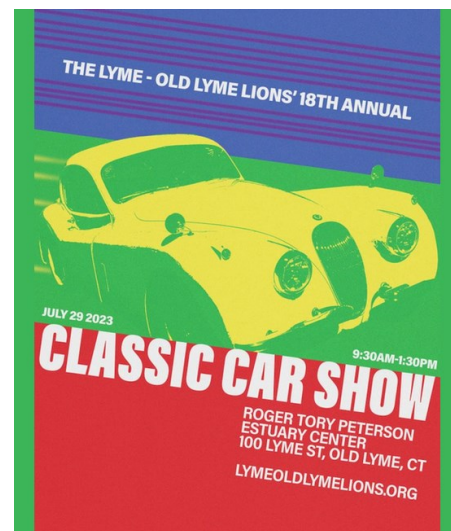
- See page 9 & 10 for the flyer for our 56th Annual Belltown Vintage Motorcar Meet. Familiarize yourselves with this year’s show car class breakdown on the second page.
- Page 11 is the Featured Marque hand-out on Studebaker History that will go into the show car registration packets at this year’s Meet.
- Page 12 is the flyer for the summer Zagray show on the weekend of July 15-16 (not included in Upcoming Events in this issue due to space limitations).
- At right is the flyer for the Lyme/Old Lyme Lions Classic Car Show on Saturday, July 29.

- *Stan Mirecki* shared the following link that contains lots of vintage pictures of gas stations and ordinary folks going about the business of refilling their tanks:

<https://rarehistoricalphotos.com/gas-stations-old-photos/>

*) 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 56th Annual
Belltown Vintage Motorcar Meet

Haddam Neck Fair Grounds, Haddam Neck, CT

Sunday, August 6, 2023

Gates open at 8 a.m.
Show car registration
closes at 11am
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 1983)*

Special Featured Marque this year:
Studebaker all years (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.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)

17 Show Classes for Vehicles at Least 40 Years Old (thru 1983)

16 Judged Classes, Three Trophies Per Class, plus 1m 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	I Cars, 1949 - 1954
B 1928-31 Ford Model A, all non-truck	J Cars, 1955 - 1960
C Featured Marque (Studebaker)	K Cars, 1961 - 1965
D Full Classics, 1915-1948	L Cars, 1966 - 1968
E Early Cars, 1932-1948, except Full Classics	M Cars, 1969 - 1970
F Early Trucks, -1948 (up to 2 ton)	N Cars, 1971 - 1983
G Trucks, 1949-1970 (up to 2 ton)	O Sports cars, Post-War, -1964
H Trucks, 1971-1983 (up to 2 ton)	P Sports cars, 1965-1983

X Display Only, 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



56th Annual Belltown Vintage Motorcar Meet

Featured Marque: Studebaker

At last year's Meet (2022), the Belltown Antique Car Club introduced the idea of a "Featured Marque" to highlight a particularly significant make (or model series) and thereby offer a unique new attraction at the event every year. The Featured Marque is prominently displayed in its own judged class on the field where the earliest vehicles are exhibited. Entrants accepted into the Featured Marque class pay no admission fee.

The Ford Model T was chosen as our first Featured Marque because we knew that there were many fine examples in the area, but they were seldom shown in public anymore. The response exceeded our expectations, thanks in large part to the support of owners clubs, one of which went so far as to bring a cut-away of the Model T's uniquely-designed engine and transmission to demonstrate how they operate.

Studebaker was chosen as our Featured Marque for 2023.

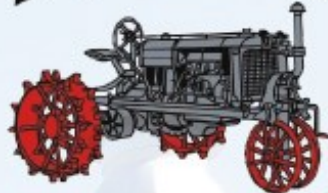
All Studebaker-built cars and trucks are welcome, including pre-war Erskine and Rockne models, 1957-58 Packards (the so-called "Packard-bakers" produced in South Bend, Ind.), as well as the original 1963-64 Avanti.



Highlights in the History of Studebaker -

- The Studebaker brothers, sons of a blacksmith, begin making horse-drawn wagons in the mid-1800's
- Firm starts to make bodies for horseless carriages in 1887, which leads to entering auto business
- Partners with Garford in 1903 and E-M-F in 1908 to assemble and sell their gas-powered vehicles
- Starting in 1902, Studebaker builds small numbers of an electric runabout designed by Thomas Edison
- Remaining Studebaker brother, John, takes company public in 1911, sells wagonmaking business and goes all-in on building gas-powered, Studebaker-branded automobiles in South Bend, Ind.
- Studebaker positions itself a cut above mainstream cars, introduces a six-cylinder engine in 1920
- Top-of-line President model arrives in 1928 with a 100 hp straight-eight engine
- Financial trouble hits company following ill-timed purchase of Pierce-Arrow (unwound in 1933)
- Efforts to penetrate low-priced field with companion cars Erskine (1927-30) and Rockne (1932-33) fail
- While in receivership in 1933-34 Studebaker is reorganized; prioritizes cost control and engineering
- Innovations and the arrival of the value-added Champion series return company to profitability
- Studebaker's truck portfolio grows during 1930s and forms basis for military production during WWII while all civilian production is suspended; trucks continue to play an important role throughout 1950s
- After the war, Studebaker is the first manufacturer to come out with all-new cars - in 1947 (1950 proves to be company's best sales year ever); then introduces a modern OHV V-8 engine for 1951
- Studebaker cars are heavily redesigned for 1953, sleek new "Loewy" coupes and hardtops debut
- Like other independent carmakers, Studebaker has a hard time competing against the Big 3 with their purchasing power, engineering and marketing might, and formidable dealer organizations
- A merger with ailing Packard in 1954 proves disastrous; Packard's plants are closed within two years
- For 1957, a Paxton supercharger is added to Studebaker Golden Hawk V-8s to boost performance
- Last-ditch survival strategy focuses on emerging compact class with 1959 Lark, created by shortening both ends of the basic Studebaker body shell; low-budget annual updates aim to keep it fresh
- A dramatic halo car, Avanti arrives for 1963, but it is too little, too late - South Bend closes by 1964
- Studebakers, now Chevrolet-powered, are built in Canada until company exits car business in 1966

Zagray Farm



Museum



SUMMER SHOW AND SWAP MEET July 16 & 17, 2023

544 Amston Road (RT. 85)
Colchester, CT

Come and enjoy our beautiful New England farm!

Join us as we step back in time at our educational family show featuring all things mechanical.

- *One of New England's Premier Antique Engine Collections*
- *Antique Tractors & Farm Machinery on display in an 88'x200' Barn*
- *Cable Shovels & Bulldozers in the Sandpit Area*
- *Woodworking Machinery and Cordwood Saws*
- *Huge Vendor & Swap Meet Area*
- *Antique Machine Shop & Foundry*
- *1873 Antique LANE Sawmill Demonstrations*
- *Antique Cars & Trucks*
- *Early 1900's Farmhouse with Guided Tours*
- *Tractor-Drawn Wagon Ride Tours of the Farm Museum*
- *Large Kids Sandbox & Pedal Tractor Area*
- *Breakfast & Lunch at the New Food Pavilion*



Admission: \$10 per person - 15 and under free
Location: 1.5 miles north of Colchester on Rt. 85
Hours: 7am till 4pm - Rain or Shine
Camping with your display (no hookups)



Food menu

Follow us on FaceBook @zagrayfarmmuseum
Our Website: ZAGRAYFARMMUSEUM.ORG
Show info: Connor Bishop @ 203-313-5362
Vendor Space - \$30 Weekend - 30' x 18'
Vendor Space info: Karl Hansen @ 860-887-0144