



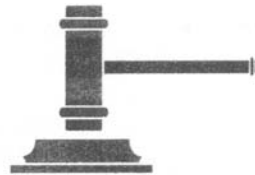
# The Split Rim



March, 2010

Volume 22, No. 3

## FROM THE PRESIDENT



On February 12<sup>th</sup> and 13<sup>th</sup> I represented the Shenandoah Region at the AACA annual meeting in Philadelphia PA. I attended several seminars and would like to share with you some of the major points raised during those seminars as well as some of my other activities at the Meeting.

### Regions and Chapters Officer Training Seminar

Recommendations for Productive Club Management and Meetings.

Club by-laws should guide management of the club.

Keep meeting moving according to established rules of order

Maximize communications between the Board and the membership

Develop an agenda prior to each meeting and publish it in the newsletter

### Club Finances.

Events should be self-supporting, drawing in funds from non-members as well as members as appropriate.

Car raffles are a good way to raise funds. So too are soliciting paid advertising for the newsletter and holding swap meets and auctions.

Many clubs develop an annual plan to more efficiently manage their financial resources.

### Membership.

Continued, pg. 7

Cut out and Save

## MARCH CALENDAR

### March 4

Shenandoah Region Membership Meeting at the War Memorial Building, Jim Barnett Park. See Club Meetings, pg. 2.

### March 6-7

Ontelaunee Region, AACA Swap Meet/ Car Corral. Info: Arlen Hoffman, 610-987-9315.

### March 13

Mason-Dixon Gas Petroliana Show. Frederick County Fairgrounds, Frederick, MD.

### March 13

Chesapeake Region AACA 37th Annual Antique Auto Parts, Flea Market & Car Corral. Howard County Fairgrounds.

### March 14

Daylight Saving Time begins. Spring forward.

### March 18

Shenandoah Region Board of Directors meeting. See Club Meetings, pg.. 2.

### March 25

Movie Night, rescheduled from February 11 due to snow. Popcorn will be supplied, bring your own drinks

### March 26-27

40th annual Sugarloaf Mountain Region, AACA Antique Auto & Swap Meet. Frederick County MD Fairgrounds. Frederick, MD. Free parking and admission.

### March 27

PA Dutch Region, AACA 24th Annual auction, parts meet & car corral at the AACA Museum, Hershey, PA. Info:

### MARCH MEETINGS

Our March Membership Meeting will be held on March 4 at the War Memorial Building Jim Barnett Park at 7:00 PM. Our hosts are Annette & Bill Busko.

Catherine Bogaty from the Museum of the Shenandoah Valley will discuss our possible participation in some upcoming MSV events.

The March Board of Directors Meeting will be held on March 18 at 7:00 PM at the War Memorial Building. This will be another Apple Blossom Show planning session, so interested show participants and committee chairs please plan to attend.



### March Birthday Wishes to:

- 6-Dave Plank
- 8-Janet Stewart
- 10-Lenora Bennington
- 11-Jeff Feltner
- 12-Mike Witt
- 18-Bob Pierce
- 25-Don Smallwood
- 26-Billy Hudnall
- 27-Bruce Dawson
- 30-Mark Durst

**LAST CALL TO PAY YOUR AACA AND SHENANDOAH REGION DUES. WE HAVE TO GET OUR FINAL ROSTER IN TO AACA HQ BY MARCH 1. WE DON'T WANT TO LOSE ANY OF OUR VALUED MEMBERS, SO PLEASE, IF YOU HAVE NOT YET PAID YOUR DUES FOR 2010, MAKE A NOTE TO GET YOUR PAYMENT TO BONNIE ASAP.**

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# Club News

Our February 4 membership meeting was a pizza meeting hosted by Bonnie & Duane Catlett. Everyone enjoyed the bountiful and diverse pizzas supplied by Pizza Hut. (photos below)



President Mason awarded a plaque and gavel as well as a pen & pencil set to former President Jim Gibbons as a thank you for his year of service to the club in 2009.



Treasurer Bonnie Catlett announced that the club cleared \$522 on our auction. Thanks to all the club members who donated and purchased the items that were auctioned by our expert auctioneer Lynn Anderson.

Club News cont'd. pg. 4

## 2010 APPLE BLOSSOM PARADE

We have again asked to participate in the Apple Blossom Grand Feature Parade for 2010, and have received an information packet from the Festival headquarters. This year the parade will be on Saturday, May 1.

I (Bill) will again pass around a sign-up sheet at the March 4 Membership meeting asking members to indicate their interest in driving their antique cars in this event.

If you are interested, please bring your insurance information to the meeting (company and policy number) as the Festival organizers ask for this information. If you are not sure about participation, sign up anyway, since it is easier to strike a participant from the list than it is to add someone at the last minute.

Those who drove in the parade last year had a good time. The crowds were exuberant and obviously liked our cars.



## IN MEMORIAM

Glen Smith has passed away. He was helping his son at his place of employment and went home not feeling well. He was later found collapsed in his driveway. The Club sends the deepest sympathy of its membership to Glen's family and friends. May he rest in peace.

## APOLOGY

I apologize to Cindy Anderson for omitting her birthday in the February issue. Cindy's birthday is February 2. While we're on the subject, if you see I have omitted your or significant other's birthday from the list, please let me know so I can update my list

## GET WELL

Ed Carden has been suffering with pneumonia for the last several weeks. He's home but feeling poorly. He has been on some powerful antibiotics, but still has some lingering lung congestion.

Betty Plank is healing at Envoy Rehab Center after her fall.

# Car Corral and Flea Market

## FOR SALE

.1929 Franklin air-cooled 4 dr. sedan. Put in garage about 30 years ago. Interior has been devoured, but the rest is still there and needing a lot of work. \$2000 or best offer. Call D.L. Rosenberry, Clearspring, MD, 301-842-2261.

1965 Mustang coupe. 6-cyl., automatic. Call Boyd Kilmer at 304-267-2326 for more info.

1977 Corvette, 350 engine, 4 spd, T tops, custom paint, Corvette gray, pwr. Windows, 60,000 miles. \$14,000.

1983 Firebird, automatic, pwr. windows, V6. \$2000.

1991 Ford F150 truck, 4X4, bench seat, 2 sets of wheels and tires, 8 ft. bed, A/C, automatic, pwr. Windows. \$2500..

For any of the above 3 vehicles call Kay or Joe Kitner, 540-667-2519.

'35 DeSoto Airflow. Street rod, orange/white.

'71 Karmann Ghia convertible. Green.

'56 Ford Victoria. Continental kit, 302 engine, C-4 trans. Blue and silver colors, Canadian built car.

For any of the above 3 cars call Jack, 540-247-5557.

2005 Chrysler PT Cruiser Touring convertible. 2.4 Turbo engine, automatic, 84,000 miles, purple color. \$9900. Call Kasey, Brian or Morgan at 540-662-0656.

Windshield card. Has AACA logo in red. Tri Region Meet, May 24, 1952, Winchester, VA. Attendee—Edgar E. Rohr, Region—National Capital, \$10.

IHC International Harvester 3 color double side sign from the 30's and 40's, was used in Cumberland and Romney, made by Weaver of Detroit, 44" x 48". \$450.

Kelly-Springfield single side sign in green and white. Dealer exterior sign used at dealership in Breezewood, PA. \$75.

1944 VA paper license plate. Excellent condition. Yellow and black letters. \$250.

4 tires-like new. Size P225/60R17 Michelin Energy LX-4 All-Season blackwall. Fits late model Lincoln Town Car, Mercury Grand Marquis, Ford full-size and maybe others.

For any of the above items call Eric Kirk at 540-667-4483.

## WANTED

235 CU. IN. Chevy engine. Call David Wilkins at 540-869-7639.

## GARAGE FOR RENT

New heated garage on Millwood Ave. behind Millwood Crossing in Winchester. Call Chuck Phares at 540-662-4252.

Bob & George have a garage for rent. \$40 per month. Call Bob (540-533-5694) or George (540-662-8337)

## **LIQUAMATIC DRIVE**

### **Lincoln-Mercury's First (kind-of) Automatic**

**Submitted by: Harvey Elder**

In the late 1930s, automotive engineers were working hard to develop transmissions that did the work of using a clutch and shifting lever to change gears. The first successfully marketed unit came in 1938 with the Oldsmobile "Safety" Hydramatic. Chrysler was close behind in 1939 when it introduced its Fluid Drive, which didn't totally eliminate the clutch but did ease the labor in shifting once the car was underway.

Ford's idea employed a bit of Chrysler's Fluid-Drive technology, and also depended on the use of electrical and vacuum assists in the process. Aimed for installation in the Lincoln-Zephyr, Continental, and Custom series, as well as all models of the Mercury, Ford called this new transmission the Liquamatic Drive. To use this new driving convenience, the driver put the shift lever into third, *then* let out the clutch to get underway. The car would start out in second gear and gain speed until it reached between 11 to 13 miles per hour. At that point the driver eased off the accelerator allowing the Liquamatic to automatically shift into third, or high gear.

A couple of differences between this Ford shifting unit and Hydramatic was that in taking off in low, or first gear, Liquamatic operated just like a standard three-speed unit. This same principle also applied to shifting the car into reverse.

While aimed at the 1942 model year, the Liquamatic transmission wasn't introduced until after January 1st of that year and then a total of just 744 units were installed, about 100 of these in Lincolns, and the rest in Mercury's. However, numerous problems started to pop-up almost immediately. Shifts were accomplished as promised, but engine lugging by taking off in second gear caused premature burning of valves. The electrical circuitry and vacuum adjustments were very difficult to keep within allowed tolerances, which often caused entire electrical systems to burn out. As World War II started to rely heavily on home-front resources, and the critical need of reliable transportation becoming very important, Ford quickly decided to recall all of these units and replace them with standard transmissions.

However, it wasn't just the transmission that needed to be replaced. Due to the torque converters extra length, special engine mounts were needed which moved the block forward, which in turn also required special mounting for the radiator. The actual engines mated to Liquamatic transmissions were also custom-matched which meant that Ford had to install brand new V-8s in the Mercury units and new V-12s in the Lincolns. In addition to this cost, extensive under-hood work was also required by moving the radiator back to its original position and replacing the motor mounts.

Ford then required the dealers who performed all of this work to send the units that had been removed back to

Dearborn to receive proper credit and reimbursement for the labor provided. This recall campaign was very successful, seeing a total of 743 of the 744 Liquamatics with their matching V-8 and V-12 engines dutifully shipped back to the factory from whence they came.

From an historic aspect, and for some rather unknown and unexplained reason, one unit did not find its way back to company headquarters, although it had been removed from the car. Crated and ready to be shipped it languished for nearly 45 years in the basement of a Washington state Ford dealership until it was discovered and recovered by the Early Ford V-8 Foundation headquartered in Sacramento, Calif.

A deal was made with the dealership and what is believed to be the very last Liquamatic in the world was saved, restored and preserved. Today it is on display at the Towe Antique Car Museum located adjacent to "Old Town" Sacramento.

Reprinted from *The Hub & Spoke*, newsletter of the Lynchburg Region, AACA

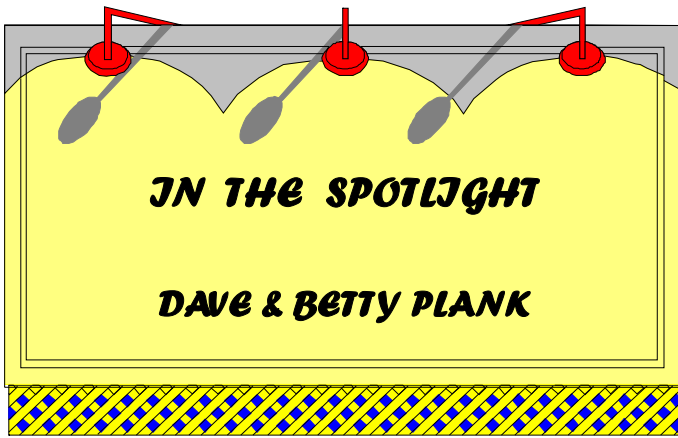
Club News, cont'd from pg. 2

President Mason asked the membership to consider (based on a member's previous suggestion) whether we should not allow our members' cars to be judged at our shows. Most discussion was not in favor of this action, some suggesting that we want to show off our cars and have them recognized, and as Linda Comontofski pointed out, there can be several place winners in a class, leaving room for example, for several first place winners. A motion was made and seconded to allow member cars to be judged at our shows. This motion was approved by voice vote. President Mason asked for discussion on the 2010 operating plan which was presented in the February *Split Rim*. The membership was very positively impressed with this document and a voice vote of approval was recorded.

Bob Pierce reported that Jim Stutzman had asked him if the club would consider sending a letter to General Motors expressing our concern about the Stutzman dealership being stripped (by GM) of its Cadillac and Buick franchises. The auto industry is in a state of turmoil what with GM and Chrysler going through bankruptcy amid generally poor sales. GM seems to be in a state of re-organization and the action with Jim Stutzman's dealership is just one indication. The club membership asked Bob to find out more about what Jim Stutzman wants to do.

At our Feb. 18 Board meeting, President Mason gave a brief report about his participation in the AACA Annual Meeting in Philadelphia.. Curt went to as many of the seminars as he could and discussed of some of them. He felt there was a lot of information that could be put to good use at the Region/Chapter level. Several of these were discussed at the Board meeting. Look for Curt's trip report elsewhere in this issue.

Bill Shepherd reported that he had received official acceptance of our application to participate in the 2010 Apple Blossom Grand Feature Parade on May 1. Eleven members will participate in the parade and Bill will pass around the sign-up sheet at the March 4 membership meeting before submitting the list to



And now we get to read about Dave Plank, another of our five 50 year members of the Shenandoah Region AACA. Luckily his wife Betty was willing to provide the information and text for this article. In addition to being a member of Shenandoah Region Dave also belongs to the Pottstown Region, The Valley Forge Model T Ford Club, and The Model T Ford Club of America. Although Dave is partial to Model T's and Jeepsters he has had many cars through the years. Currently he has a 1924 & 27 Model T, '60 T-Bird, '58, '62, '67 Ranchero, '49 & '67 Jeepster, '62 Caddy, '81 El Camino, and '49 Dodge pickup. In addition to cars he also collects music boxes and toys.

Having been involved with antique cars for 68 years, Dave has a rather large collection of stories to go along with the cars and toys. At age 15 he acquired his first car. It belonged to his grandfather and was stored in his barn. It was a 1927 Model T Ford Roadster pick-up that sold for \$550 new and came with a \$50 option, a Turtle back that could be interchanged with the truck bed to convert the vehicle to a "Sunday-go-to-meeting" car. Dave asked if he could have the truck and his grandfather said, "yes, but you have to pay". Dave only had \$36 saved from his paper route, as a result he got the vehicle for the \$36. It did not run as teeth were missing from the fly wheel. A fly wheel from an old saw rig was used and with a few adjustments and the truck was running again. Dave took jump seats from an old Depot Hack and bolted them to the bed so he and his buddies could go joy-riding. For some unknown reason he named it Hildegard or Hildy for short. Dave says he had more fun in that vehicle than any other he has owned. However he has gotten himself into some precarious situations with Hildy. One incident involved a dare from his cronies

where together they drove through a farmer's cornfield making a large figure eight pattern. A few days later a notice in the local paper offered \$50 for information regarding the prank. Fortunately no one ratted on Dave. Then about three years ago, reluctantly Dave sold Hildy. Having regretted this, he bought her back the following year ("too much nostalgia associated with her").

The next time you see Dave ask him about his trip down the PA Turnpike in his newly acquired Model T while sitting on an orange crate; or the time he ran out of gas at the Hershey Meet's Parade of Cars. He also loves to tell the story about how he gave up a 1923 Pierce Arrow yellow convertible that his aunt tried to give him. The first time I heard this story was at the AACA convention in Philly last year. His telling makes the story. He gets very emotional about it.

Dave says he is grateful for the wonderful time and many great friends this hobby has afforded him. He spends most of his time in Birdsboro, PA managing his various business ventures. We missed Dave this December since the Christmas Banquet was cancelled. Hope it is not December 2010 before his next sighting.

Edited by Rocky Fera

Club News cont'd from pg. 4  
to the Festival Committee.

Treasurer Bonnie Catlett reported that we had a new member application.. Sal Cascio has been to several of our meetings and has fulfilled all membership requirements. He was sponsored by Greek Dunigan. Board members present voted to approve Sal's membership.

The rest of the meeting was devoted to applying mailing labels and postage to the mailers for our Apple Blossom Meet under Linda C's direction. (photo below).



In attracting new members it is important to stress the benefits of membership

Members must receive value for their contributions to keep them interested in participating

Making presentations about our hobby and the Region to schools, churches, and other organizations fosters new member interest.

Club Newsletter. Several suggestions were made as to how to reduce the cost of producing a club newsletter, including maximizing e-mail distribution, reducing the cost of membership for those who receive e-mail newsletter.

## #2) Club Activities Seminar

Definition of Successful Activity: Fun, easy to participate, affordable, appeals to wide audience, has plenty of publicity, well-attended

Develop an annual activity plan.

Bring membership into the process: Survey and anticipate needs and likes

Continually evaluate the quality of the activities.

Partner with other clubs

Don't be afraid to try new things like movie nights

Appeal to a broad range of interests, e.g. Winery tour, swap meet, garage tour, breakfast group, dinner theater, treasure hunt, tech session, restoration shop

Various tips were given about how to run car shows.

To maximize attendance when the main purpose is to raise funds, be as inclusive as possible, i.e. invite modified cars and cars from other clubs to participate.

Get lots of publicity out ahead of time to local community and organizations.

Charge admission to the show, which other

events using Jim Barnett Park have found profitable and easily accomplished.

## #3) Youth Activities Seminar. Getting kids interested in cars is important for the Region's survival

Award Student Scholarships for Kids into Kars.

Pay special attention to soliciting young people to join the club

Establish a special youth membership subgroup of the SR.

Visit High School Auto Shop classes and scout troops

Set aside a special exhibit areas at car shows for youth-owned vehicles.

Conduct special events at shows for young children (spark plug changing, coloring books)

Give kids rides at Car Shows, using antique cars, barrel train, etc

## #4) Other Activities.

Attended the President's dinner and the auction held Friday evening. I was impressed by the number of clubs that donated to the AACA Museum and Library and would like the Shenandoah Region to be able to contribute at next year's meeting.

Many clubs had their banners featured prominently in the hotel. I believe we should be doing the same next year and at local events.

Attended the Saturday morning judging school and learned the basics of the judging process

Spoke to Franklin Gage (Bull Run Region) about opportunities for partnering with his region. He invited our members to participate in the Strawberry Festival at Delaplane, VA, 29/30 May and the Bull Run Car Show, September 18, which will be on our Poor Man's Tour this year.

Also chatted with Ward Sevila (Northern Neck) representing the Old Dominion Meet Association, which includes most of the AACA Regions and clubs in Virginia. Apparently there is some history I'll need to learn about why the Shenandoah Region is not included in the Association.

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