

THE CHESAPEAKE BULLETIN

The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 60 Number 6 June 2020



Jack & Kathy Anderson's 1955 Bel Air Sport Coupe, VCCA's 'Best Of The Best'

Jack and Kathy Anderson's 1955 Chevrolet Bel Air sport coupe, also known as 'Lemon Aid' (yes, that's the correct spelling!), was recently named the Vintage Chevrolet Club of America's (VCCA) 'Best of the Best' award winner for 2019.

At each of the five VCCA regional meets last year, and aside from regular class judging awards, 'Best of Show' trophies were hand-



ed out to vehicles from the Four-Cylinder Era (1912-28), Six-Cylinder Era (1929-54), Eight-Cylinder Era (1955-94), Commercial (all trucks), and Historic Preservation of Chevrolet Features (unrestored-HPOCF) categories. As the 'Best of Show', 'Eight Cylinder Era' awardee at the VCCA Eastern National Meet at the Classic Auto Mall in Morgantown, Pennsylvania in August 2019. 'Lemon Aid' was eligible to enter the 'Best of the Best' competition against vehicles that received similar 'Best of Show' awards at the four other regional meets in 2019.

It was an unexpected thrill for the Anderson's Chevrolet to be named VCCA's 2019 'Best of the Best.'

A cover photo and a multi-page article with additional photographs will appear in the June 2020 issue of the VCCA's monthly magazine, *Generator and Distributor*. The Andersons also received a plaque and a special Red Oval commemorating their award. The Andersons spent over ten years lovingly restoring this car to be the 'Best Of The Best.'

STABILIZERS?

Gauges: 5 Volts Or 12 Volts, Which Is It?

By Russell Love

Chesapeake Region, AACA

In 2018 I purchased a 1961 Dodge Pioneer two-door hardtop. Since then, my son Paul and I have done a lot of work on the car repairing different things, and even welding in a new floorpan. I have purchased many parts from the internet. I've telephoned and made lots of trips to vintage salvage yards, getting parts for the Dodge.

Paul is a licensed electrician and our lat-

est project is rewiring the whole car. When Paul began working on the gauges he discovered that the gauges work off of FIVE volts. Even though the factory Dodge gauges are designed to change the voltage from 12 volts to 5 volts a previous owner had installed a voltage stabilizer which we decided to use as well.

This stabilizer changes the voltage from 12 volts to 5 volts. When we tried to replace the stabilizer we looked up the part number and found that it was a stabilizer from an early Ford Mustang (1964-1966).

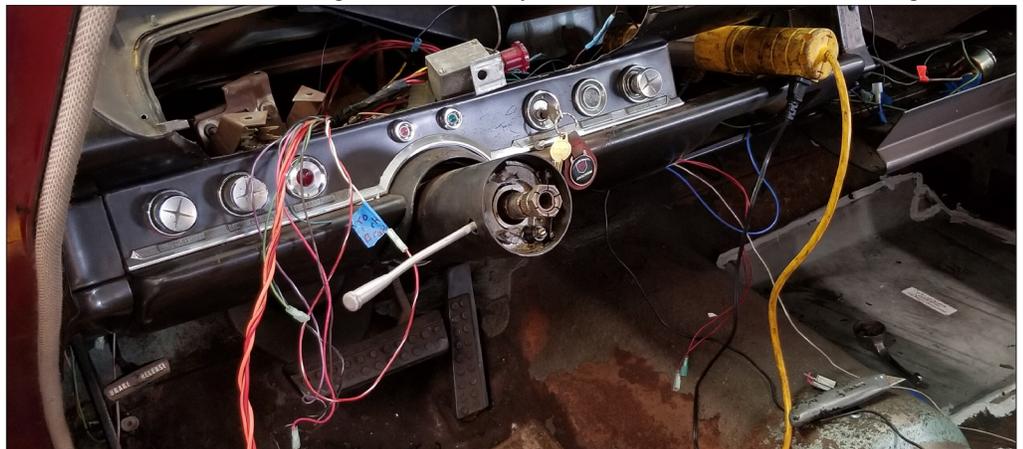
We went to Maryland Mustang in Millersville, Maryland and bought a new 'solid state' voltage stabilizer. They told us that many Mustangs use this stabilizer because their gauges are 5 volts. The gauges in some cars are 12 volt gauges, but still use a 12 volt stabilizer to keep the voltage at a constant 12 volts

Continue to page 3, 'Gauges'...

**'HAPPY 99th BIRTHDAY TO'
OUR LONG TIME MEMBER...
Mr. Morton Bullock
~ CONGRATULATIONS! ~**



The ABOVE picture was taken on the first day of ownership when we stopped at a car show on the way home. The Pioneer is equipped with a 318 c.i., V8 and a three-speed Torqueflite automatic transmission. BELOW: Rewiring an old car is not for someone without electrical training.



A Look Back With Frank O'Donnell

Nineteen Seventeen Oldsmobile Speedster, 103 years Old and 103 Miles Per Hour!

By Frank O'Donnell

King Of The Road Chapter, AACA

How many times have you been watching the local news and a story comes on about a person celebrating their hundredth birthday? Seems like it happens all the time; but it's really not that common. Statistics show less than 2% of the population survive to become centenarians.

This is a special year for Randy Smith, a Navy vet and former Oldsmobile salesman from Charlottesville, Virginia. Randy isn't turning 100 this year, but his Oldsmobile is turning 103. It's a 1917 Oldsmobile racecar, purportedly specially equipped by racer Eddie Rickenbacker to run in the 1917 Indianapolis 500. Rickenbacker had already established himself as a talented race car driver competing four times in the 500 before WWI earning him the nickname 'Fast Eddie'.

I first saw Randy's Sportster when we were members of the Piedmont Region of the AACA. Our mutual interest in Oldsmobiles lead me to his garage to see his "old" Olds. I had no idea what a "Sportster" was. What he showed me was a massive "door-less" open air car, with large wooden wheels, and a high platform that had been purpose-built for racing.

The story goes that in 1916, Rickenbacker ordered a 1912 Oldsmobile Autocrat chassis, along with a V-8 engine from the current production of 45A models to be shipped to him by rail from Lansing to his garage in Miami. The older chassis selection was made because the Olds Company had started downsizing their newer production models. Rickenbacker's plan was to pair the earlier chassis with the more modern powerful V-8 engine for use in the upcoming 1917 Indianapolis 500. He had led the first nine laps of the shortened 1916 race and was determined to return to the track the following year with a better car.

The story continues that Eddie raced the car and did test runs on the beaches around Miami, a fact confirmed by the amount of sand Randy removed from crevices in the undercarriage when he first detailed it. Oldsmobile estimated the top speed of the 1912 Autocrat's 4-cylinder engine to be around 80 mph. With the installation of an 8-cylinder from the 1916 model 45a, the car could have achieved speeds of up to 100 mph, making it a top contender for the upcoming Memorial Day race.

But as often happens, history got in the way. Eddie never got to race the car; the United States declared war on Germany and racing was put on hold. He enlisted in the Army and was already stationed in France by June of 1917. By the end of WWI, Rickenbacker had proved to be an exceptional fighter pilot. He rose to

command the 941h Aero Squadron and earned the title of "America's Flying Ace" with 26 confirmed victories.

"Fast" Eddie never raced professionally again and the car was acquired by a man named C. E. Sebastian who kept the car in Miami. In 1963, he placed a for sale ad in *Antique Automobile*, the monthly publication of the Antique Automobile Club of America offering the car for sale at \$2750. There, it was seen by Russell "Pie" Mooney, the owner of the local Oldsmobile dealership in Charlottesville, VA. Mr. Mooney purchased the racer from Mr. Sebastian and had the car shipped to Virginia.

Mr. Mooney sold his Oldsmobile dealership to local businessman, Bill Edwards in 1965 but retained the deed to the building and the property. Mooney kept the Sportster in the basement of the dealership where service work was done, in a specially enclosed stall. There was only one key to the padlock and Mooney had it.

While Mooney owned the car, he would have his mechanic put a full, one gallon gas can under the hood, remove the gas line from the gas tank, switch it to the vacuum tank, and replace it with a hose to the gas can. The vac-

uum would suck the gas into the carburetor can leaving the fuel system and tank clean and dry. There would be just enough gas in the car for Mooney to drive the Speedster through the nearby University of Virginia campus on Sunday and back to his concealed storage room, at the Oldsmobile Dealership.

Randy Smith came straight out of the Navy to work as a salesman for Bill Edwards Oldsmobile in 1975. Edwards quickly made a name for himself. That is when he first met 'Pie' Mooney. When sales were slow, Randy and Mr. Mooney would sit and talk, Mooney always calling Randy 'boy.' It turned out that both men were originally from West Virginia and they sort of hit it off. One day Randy mentioned that there was a rumor about the dealership that Mooney had an old Oldsmobile locked away from view somewhere in the building and that only he had access to it. 'Yea boy' that's right, Moody said. Randy continued with, "Can I see the car Mr. Mooney?" 'NO!' Was the reply and he got up and walked off.

A few days later another salesman told Randy that Mr. Mooney was looking for him. Randy walked up to him and he said, "Come with me, boy." Randy followed him to the

Continue to page 9, 'Rickenbacker'...



ABOVE: Left side view of Eddie Rickenbacker's 1917 Oldsmobile Racer. **BELOW:** Driver's seat, steering wheel, gear shift and brake. Very spartan controls and gauges but they got the job done! Frank O'Donnell photos





MARCH 1993

From Out Of The Past...

EDITOR'S NOTE: Former members Samuel and Dottie Hetzel owned this 1956 Nash Metropolitan hardtop. Sam gave a good accounting of the car in a 1993 write-up for the Bulletin. Above photo by Willard J. Prentice.

Our 1956 Nash Metropolitan was purchased at Fort Meade, Maryland, in 1988. After spending about a year restoring it, my wife Dot and I then began taking it to local Chesapeake Region meets. We also joined the Metropolitan Owners Club and attended many of their shows.

Their largest annual meet in the East is held at Macungie, Pennsylvania, each year in August on the Sunday following the large meet on Saturday which includes all makes. Since completing the restoration of our Met we have attended these events each year. There are normally 40 to 60 Metropolitans registered. It's quite a sight to see so many of these little cars lined up on the show field.

We enjoy driving our Met, even to distant shows. One of our longest trips was to the Metropolitan Owners Club National Meet in Louisville, Kentucky, in 1991. Another out-of-state show we attended was at Richmond, Virginia, where we were given six awards including Best of Show. Most of our events are AACA sponsored, either regional or National. At one of Chesapeake Region's events this year, we were given a Sponsor's Choice award.

We especially like the Shenandoah Region's Apple Blossom Meet at Winchester. In 1990 we attended two AACA national events, the Eastern Division Spring Meet at Hagerstown

and the Fall Meet at Hershey.

Metropolitans were produced in England from 1954 to 1960 (some leftover cars were sold as 1961 and 1962 models). They were built by the Austin Company and were powered by a 4-cylinder Austin engine. At car shows many people mistake the Metropolitan for a Nash Rambler, the reason being that it was first designed by and for Nash and has many features similar to the Ramblers of that period, except, of course, it is smaller. The Metropolitan's overall length is 150 inches compared to the Rambler's 193 inches.

When Nash and Hudson consolidated, Metropolitans were sold for a while by dealers of both lines, so there are Nash Mets and Hudson Mets, although rather few of the latter. There were only two body styles--the two-door hardtop, like ours, and the convertible. The front seat in both is comfortable with plenty of leg room, but the back seat is suitable only for children. The cars came in various colors, ours having a Mardi Gras Red and Frost White two-color paint job.

After American Motors gained control of the company, the Nash and Hudson names were dropped and the little British imports were known simply as Metropolitans. Total deliveries in the United States and Canada from 1954 to 1962 totaled 94,986 units.

The Met is a small car but handles well at legal highway speeds. We think it is a fun car, and we get lots of approving looks as we go on our way. *Reprinted from The Chesapeake Bulletin, March 1993*

Sorry to report...

The AACA Southeastern Spring Nationals in Charlotte, North Carolina for June 12th-14th and the Eastern Spring Nationals in Beckley, West Virginia for June 24th thru the 27th have been canceled. The Region and National is looking to possibly reschedule the Eastern Spring National for the Fall, or if not possible for 2021.

The July 11th car show at The Fire Museum of Maryland sponsored by Chesapeake Region has been canceled.

Jon Battle's 2020 Orphan Car Tour has been rescheduled for June of 2021. There will be ample notice at that time about the particulars of the Orphan Car Tour. Those planning on participating in the tour, be aware of the rescheduling and look for more information at this time next year.

*Phil Hack, Director
Chesapeake Region AACA
410.292.3656
phack126@gmail.com*

Continued from page 1, 'Gauges'...

whereas the Mustang used a stabilizer that goes from 12 volts to 5 volts to keep the voltage at a constant 5 volts.

I also own a 1968 Austin Healey 'Sprite' and all the gauges were reading low. All it needed was a new 12 volt stabilizer to correct the gauges. Not all cars use a voltage stabilizer for the gauges; perhaps the gauges are regulated internally. The voltage stabilizer is just a small part, about the size of a box of wooden matches with two or three wiring terminals and is mounted somewhere behind the dash.

If one or more of your gauges is reading too high or too low, before you condemn the gauges check the voltage stabilizer. The stabilizer is inexpensive, around \$20, and this could correct the gauge problem.

I hope this will help someone since we've learned quite a bit about the voltage stabilizer from working on rewiring the 1961 Dodge Pioneer. We never realized that some cars use five volts to operate gauges, we do now!

FOOD FOR THOUGHT

On Experience: Experience is a wonderful thing. It enables you to recognize a mistake when you make it the second time.

On Achievement: The man who rows the boat generally doesn't have time to rock it.

On Satisfaction: If you don't get everything you want, think of the things you don't get that you don't want.

The President's Message

From Paula Ruby

Hello Chesapeake Members!

I hope that everyone is well and still hanging in there. It has now been over two months since the shutdown all began. For the most part our Chesapeake Region members have done very well at staying home and taking care of themselves. I can tell you though, that everyone is getting to the end of their rope and they want to be able to get out and do something. Gary and I have had some days that we just went out in the car and took a ride. We knew things were getting bad when we went to the lake in Hanover and counted the baby geese as they swam around with their moms.

I want to let everyone, who has signed up and paid for the 65th Anniversary boat trip, know that I have made a final decision to change the date to SATURDAY, SEPTEMBER 12th, 2020. Hopefully by then, all the counties in Maryland will have gone back to business as usual, what every that may be. With that in mind I need to hear from everyone, who previously signed up for the event, that the date change still works for their schedule. If it does not, we will have to refund your money and open the space for someone else to go. Please email or call me and let me know right away. Email: paulaspackard@hotmail.com or call my home phone at: 410.239.3492. Please take care of this as soon as possible, so that I do not have to telephone over 130 people.



For those who know Club member Trip Franklin, he continues with his valiant cancer battle. I encourage everyone to send him and his wife Linda a card of encouragement. When you think that your situation is rough, just consider the many others who are going through so much worse.

I am hoping that we will be able to have an outdoor membership meeting in June. With our Divinity Lutheran Church meeting venue being in Baltimore County, they are not yet permitted to open. Because of that, I am considering having the June Membership Meeting at my house. Ruth Synodinos, who attends the church, indicates that even after Divinity is permitted to assemble, they may temporarily be holding their services outside. Other events on our 2020 Chesapeake Region calendar will also require decisions to either hold, cancel, or reschedule.

Renovation of the new AACA headquarters building in Hershey is back up and running. They were at a complete standstill for weeks. Steel supports are being installed in the building to help support the location of the library. In addition, supports are being installed to support the second-floor atrium, from which you will be able to look down upon the vehicles at the first-floor entrance. For the most part, the staff at AACA headquarters are working from home. If you have any questions about your AACA membership, please refer them to me. I am the AACA Vice President of the Eastern Division this year and will be able to follow up for you.

I would like to congratulate our Chesapeake Region Student Members: Andrew and Todd Wilmer, on their graduation from Clemson University. Though no formal Clemson graduation ceremony has yet been held, we wish them both all the best in pursuing their careers. Both have secured employment in their chosen fields. Todd will be in Florida and Andrew will be in the Carolinas. Good luck to both of you!

In closing, I hope everyone is taking care of themselves. Pray for better days ahead.

Fondly,

Paula

NOTICE: Advertisements by members are free, subject to available space, if in the interest of the club and its members, i.e., antique (AACA defined) vehicles, parts, literature, memorabilia and automotive tools and equipment. Free ads run for one month and must contain the name of a member. Business ads cost \$35 annually for a nominal business card size space in TWELVE monthly issues. For ad submission or renewal, contact the Advertising Manager: GARY RUBY, 410.239.3492, rubys55chevy@comcast.net



8906 Clement Ave • Parkville, Maryland 21234
410-668-7660
 Email: printron@juno.com

Steven B. Morgan

Agent/Broker

Ridgebrook Insurance Group
 909 Ridgebrook Road, Suite 116
 Sparks, MD 21152
 Auto, Home, Business, Life Insurance
 443-595-3100 X131 800-218-0098
 www.ridgebrookins.com

Pipe Creek Trading Company

Sales of antique and classic cars
 Car Repairs
 Appraisals

3559 Old Taneytown Rd.
 Taneytown, Md 21787
 Tel: 410-756-1500
 Email: cars@verizon.net

Jack Anderson

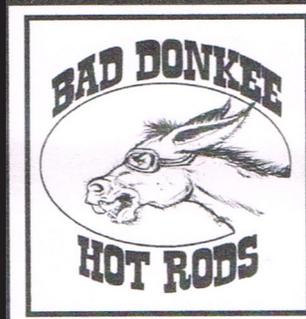
-Certified Vehicle Appraiser-
 Auto Appraisals MD, LLC
 222 Ritterslea Court
 Owings Mills, MD 21117

(410) 363.7088 (home office)
 (410) 916.4278 (cell phone)

jack@autoappraisalsmd.com
 www.autoappraisalsmd.com

Complete Restoration
 of
 Antique, Hot Rods
 & Classic Vehicles

Howard Kelly, Jr.
 717.630.0776
 410.409.7384 Cell
 jalopyjunior@comcast.net



8 Winter Ave
 Glen Rock, PA 17327
 P: 717-428-1305
 F: 717-235-4428

www.alprueittandsons@verizon.net

Driving Passion for Excellence

ATTENTION

The date for the 65th Anniversary crab feast and river boat cruise has been moved forward from July 15 to Saturday, September 12, 2020.

If you cannot attend on this date, check with Paula Ruby for a refund. We will open your reservation for other members and/or guests.

R - 7 Security Services, LLC

Richard A. McCauley
 CEO

3412 Orange Grove Court
 Ellicott City, Maryland 21043
 443-904-3326
 r7a1m5@aol.com



'The All-American Military Jeep Of World War II'

By Bill Wurzell, Editor
The Chesapeake Bulletin

Probably no military vehicle or piece of equipment ever achieved the legendary notoriety of the U. S. Military Jeep. I remember reading an article years ago about the World War II era Jeep. In the article it stated that citizens of the United Kingdom were convinced that each and every U. S. soldier was issued his own, personal 'Jeep.' That is how ubiquitous they were. Of course it wasn't true that every U. S. soldier got one, but they were prolific nonetheless.

During the five-year course of World War II, nearly 650,000 Jeeps were produced. It is relatively common knowledge that prior to the United States entering the war after the Japanese attack on Pearl Harbor, Hawaii on December 7, 1941 that three car companies were vying for the contract to produce the vehicles that the United States Military gave them specifications to meet.

The American Bantam Car Company was the only company that could get the job done before the military's strict 75-day deadline. After American Bantam Car Company made their version, the United States called on a couple other car manufacturers that had more production power to help build test models. Both Willys-Overland Motors and Ford Motor Company studied the prototype and built their versions of what was initially called 'Blitz Buggy.'

Willys-Overland Motors was ultimately picked by the military to produce vehicles for the United States military on a wide scale. Eventually, the Jeep vehicle that evolved, had elements from all three manufactures, including American-Bantam, and Ford Motor Co.

We are getting a little ahead of ourselves. By 1939 and 1940 war was raging in Europe. United



The soldier in the above photo may have been the company's radioman, as he is holding onto the Jeep's two-way radio antenna. If the radio was wired into the Jeep's electrical system, it had a far longer range than an ordinary walki-talkie. It looks like this Jeep is also equipped with a 50 caliber machine gun. All pictures Courtesy of Royalty Free public domain photos.

States military planners knew sooner or later that America was going to be drawn into the conflict. The U. S. had heavy and light duty trucks in all sizes, military ambulances in abundance, tanks and related ordinance in decent supply. What they didn't have was a rugged, light, go-anywhere vehicle with four-wheel drive that was very agile, even in battlefield conditions.

The winds of war aimed toward America as the 1942 models debuted in the autumn of 1941. Across the Atlantic, combat had been

raging for two full years, and Hitler controlled nearly all of Western Europe. Despite its biggest peacetime military buildup ever, the U.S. had steered clear of war, while shipping war material to the beleaguered United Kingdom through FDR's Lend/Lease Program.

Isolationist sentiment was strong in the U.S. and the initiation of the military draft in 1940 had drawn considerable criticism. People were wary and frightened, so the news of the Japanese bombing of Pearl Harbor, on December 7, 1941 came as a profound shock to many people.

(Mostly after the war there was wide-spread speculation, that FDR, eager to get the United States into the war, had deliberately moved the Pacific Fleet from California to Hawaii, thereby giving the Japanese a target they couldn't resist. On December 8, 1941, the United States declared war on Japan. President Roosevelt placed the nation on an immediate wartime footing, and Detroit quickly followed. By early

Continue to page 7, 'Jeep'...



This heavily laden Jeep most likely saw action in the Korean conflict.



You have to have a little sympathy for the poor German soldier who had his head in this helmet.

Continued from page 6: 'The All-American Jeep Of World War II'

February 1942 production of civilian automobiles stopped. The few cars built after the first of the year, billed as 'blackout' models, lacked chrome trim. Quite a few 1942 models were commandeered by the government, earmarked for use by officials. Car registrations fell by about 1.6 million in 1942. Departing GIs put their cars up on blocks for the duration of the war.

Packard had obtained a contract to produce aircraft engines in 1940, so conversion to war work came easily. Ford dedicated its huge government-financed Willow Run plant to the production of B-24 Liberator bombers. Dodge's new Chicago factory, also paid for by the government, built B-29 engines. Chrysler built Sherman tanks and anti-aircraft guns.

Buick Division was engaged in no less than thirty separate war production operations. In some of these, Buick was the prime contractor, supplying material directly to the government. In other situations it operated as subcontractor to companies. During the course of the war, Buick contributed two-billion dollars of war material to the war effort.

Combined, automakers turned out \$29 billion worth of armaments and related products for the war effort, everything from trucks and planes to lifeboats and sandbags. General Motors became the biggest producer. Second was Curtis-Wright, followed by Ford. 'Cost-plus' contracts provided the incentive to get the work done in a hurry, and earn ample profits.

The Jeep legend began in November 1940, in the early days of World War II, just a year before the United States entered the war. A small, four-wheel drive prototype, the Willys 'Quad', was delivered to the U. S. Army. It featured the Willys 'Go-Devil' four-cylinder engine, developed by Delmar Roos. With 60 horsepower and 105 foot-pounds of torque it not only exceeded the Army's requirement, but dwarfed American-Bantam's 83 and Ford's 85 pound-feet of torque, it's only competitors for the military contract. The Quad was the father of the Jeep MB model. Willys refined the Quad and built 1,500 units of the Willys MA model, many of which were used in World War II. From 1941 to 1945 Willys produced the MB model the original go-anywhere, do-anything vehicle, which came to be known by its nickname, 'Jeep.' Made famous during the war, Willys produced over 300,000 MB vehicles. Jeeps were heavily used by every division of the American military, with 144 Jeeps provided to every infantry regiment in the U.S. Army. Large numbers of Jeeps were shipped to the Allied Forces of Britain and Russia. Nearly 30% of total Jeep production.

The MB model evolved into the M-38 military model which featured a waterproof ignition system and was built from 1950 to 1951 specifically for use during the Korean War. During that conflict, Willys redesigned the M-38 and it became the M-38A1 with a longer wheelbase, softer ride, a more pow-

erful engine and a new, more rounded body style. In production through 1962, during that time Willys also produced the M-170, which was designed to be fitted with several different body packages. There are Auto Parts companies that market old Jeep parts for all Willys military Jeep models.

The World War II military Jeep wasn't anything if it wasn't versatile. It was supposed to be a light reconnaissance vehicle. American GIs found many more uses. With a power take-off they had a portable machine shop. The Jeep could be fitted with steel railroad type wheels and run on European train tracks, including Germany's. It could be fitted with 30 or 50 caliber machine guns and become an attack vehicle. If fitted with a rocket launcher, American GIs figured out a way to take out even the mighty German Tiger Tank. They would hit the tank in the rear and dislodge both tracks. The Tiger was dead in the water and could not be repaired in the field. Military Chaplains used the flat hood and fenders for religious services. The Jeep also doubled as an impromptu ambulance, quickly removing soldiers from the battlefield to field hospitals and M.A.S.H. Units. It could scurry into a battle quickly, rain down death and destruction on the enemy and disappear just as quickly. It worked in both theaters of war equally well. With its attached five gallon gas can, it had an effective range of 300 miles. A big help in gasoline starved Europe and South Pacific.

British Field-Marshal, Bernard Law

Montgomery was a fan of the U. S. military Jeep as was British Prime Minister, Winston Churchill.

Five Star General and Supreme Allied Commander, Dwight D. Eisenhower might have summed it up best by saying that "the military Jeep was one of the tools that enabled the United States and her Allies to achieve victory in World War II."

FACTS AND STATS:

☆The original World War II military Jeeps weighed 1,300 pounds, but were later upgraded to 2,160 pounds.

☆Their wheelbase was eighty inches and they had a ground clearance of a little over six inches.

☆Their length was over 10 feet long and it had the ability to haul up to 1,000 pounds. They towed a variety of trailers.

☆Military Jeeps had a three-speed transmission, and four-wheel drive. They were able to travel up to 45 miles per hour.

Bibliography: Publication: One Hundred Years of American Automobiles; American-Bantam Car Company; Willys-Overland Car Company; Buick Heritage Alliance; Wikipedia. All photos are from Royalty Free, public domain archives.



Most commanding officers preferred moving around combat zones in a Jeep with a dedicated driver, usually one with the rank of Sergeant. The Jeep was rugged, reliable and faster than any other land vehicle, except perhaps a motorcycle with a sidecar. 'No thanks, I'll take the Jeep!'

Still Mystified About Semi-Automatic Chrysler Corporation Transmissions?

By Bill Wurzell, Editor
The Chesapeake Bulletin

When I still had my 1954 DeSoto Firedome I attended many car shows, cruise-ins and other events. At nearly every show or function somebody would ask a question or make an observation regarding semi-automatic transmissions that were mostly marketed by Chrysler Corporation in their Imperial, Chrysler, DeSoto and Dodge brands. Plymouth never got a semi-automatic transmission unless you count 'Hy-Drive,' and that is a whole other story I am not addressing here.

Usually it would begin with 'back in the day' our old (insert Chrysler product here) with: 'Fluid Drive,' Presto-Matic, Tip-Toe Shift, 'Gyro-Matic' and so on. Much of the confusion was fostered by Chrysler Corporation, perhaps to disguise the fact they didn't have a fully automatic transmission until 1954. Prior to 1954, Chrysler resorted to placing a goofy looking 'quadrant' on the steering column of '51 Imperials and Chryslers to make it look like an automatic, which it was not. There was script on the clutch pedal 'safety clutch'...more subversion. Even their advertisements exclaimed, 'no shifting' or 'shiftless.' This wasn't true either until they finally got two-speed 'Powerflite' in 1954. Up to this time they used an M6 transmission with either a 'fluid coupling' and/or a 'torque-converter.'

Nineteen forty-one Chryslers used an M4 transmission called 'Vacumatic,' DeSotos were 'Simplamatic.' Both utilized engine vacuum to operate. The successor 'M6' was an electro/hydraulic transmission produced from 1946 to 1953. Fluid Drive was a three speed transmission that allowed the driver to stop without depressing the clutch and to pull out from a stop without shifting to first gear, mostly on level ground. The M6 transmission was a special manual transmission with a fluid coupling *and* a torque converter.

Much of the confusion stems from, which transmission does the car really have? A forty or fifty year old when confronted with say a 1950 Dodge Coronet with 'Gyro-Matic' will think it's a manual transmission that won't go into first gear. Actually, it doesn't have a first gear as say a 1950 Plymouth. The Dodge with 'Gyro-Matic' has two ranges, a 'power range' and a 'driving range.' The power range is in the same position as 2nd gear would be in the 1950 Plymouth. The cruising range is where 3rd or 'Hi' gear would be in the 1950 Plymouth. In the Dodge with Gyro-Matic, the driver starts the car, depresses the clutch and places the gear shift into the power range (2nd gear on the Plymouth) and proceeds forward. At between 6 and 8mph, the driver eases off the gas pedal and the transmission 'clicks' into the second 'underdrive' gear, driver accelerates, depresses the clutch, shifts into driving range, completely bypassing third gear and going directly to final drive (1:1). However, under normal circumstances, the power range isn't necessary; the driver simply pulls the gear shift (while depressing the clutch) to the driving range, proceeds forward to between 15-18 mph, eases off the accelerator and the transmission shifts into final drive gear and 'off to the races.'

When the car slows to 11 mph or less the transmission automatically downshifts to first gear. Just remember, if it has just a fluid coupling, it's 'Fluid-Drive.' If it has a fluid coupling and a torque converter in a Dodge it's Gyro-Matic in a DeSoto its 'Tip-Toe Shift' in a Chrysler or Imperial it's 'Presto-Matic.' It seems each division described the operation of the transmission a little differently, additionally, I know there are lots of models in existence that say 'Fluid-Drive,' but have the M-6 transmission.

The 'quadrant' on Chrysler cars beginning in 1951 with the M-6, referred to: 'Fluid-Matic Drive' transmission: the sequence of the gear positions on the quadrant was: R Lo N Dr--reverse and low gear were very close to each other and neutral and drive further apart. The driver had to depress the clutch when moving from one gear to the next.

The 1949 DeSoto Custom Sedan that Willis Terrett acquired in 2014 is a perfect example. Right on the dashboard in large script it proudly proclaims, 'Fluid-Drive' yet the car has the M6 transmission and 'Tip-Toe' shift, confusing, to say the least.

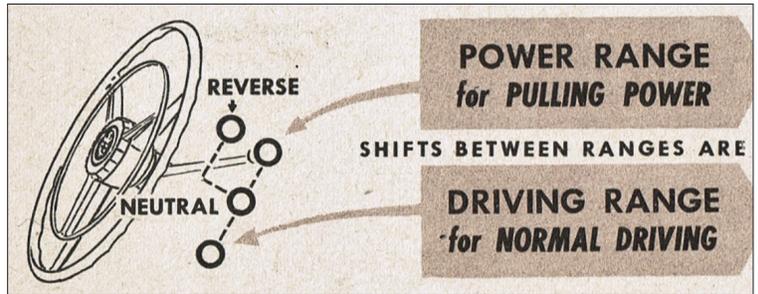
In 1953 and only 1953, Dodge offered no less than FOUR different transmissions in their cars; if you ordered a six cylinder Dodge you only had choice of a three-speed manual or a three speed manual with over-

drive. If you ordered a Red-Ram (early HEMI) V8, in addition to the two transmissions for the six, you could choose either a Gyro-Matic or a Gyro-Torque. What's the difference? The Gyro-Torque transmission worked off the motor oil, the crankcase held TEN quarts of oil. Other than this, they operated identically, although the Gyro-Torque unit did provide much more torque to the rear wheels.

In 1960, my Junior year of high school, I had a 1953 Dodge Coronet two door sedan with Gyro-Torque with only 50,000 miles. I remember using 'power range'; it was that for sure! It provided a lot of torque that I rarely needed. An identical version of Gyro-Torque was used in DeSotos, Chryslers and Imperials. Also in 1953 Fluid Drive was no longer available and neither where any of the other aforementioned transmissions after 1954 when Chrysler products, including Plymouth finally got 'Powerflite' two-speed automatic transmission.

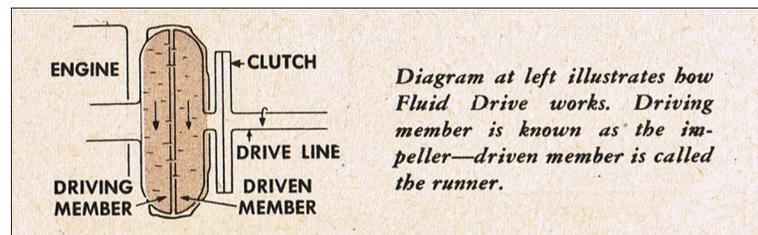
Gyro-Matic and/or Gyro-Torque (M6) Transmissions

There are FOUR forward gears in the M6 transmission. Two in power range and two in driving range. The driver selects the speed range desired by depressing the clutch pedal and moving the gearshift lever to either power range or driving range. From then on, shifting from one gear to another is done automatically by pressing on the accelerator. For all normal driving, the gearshift lever will be in the driving range, when starting, speeding up or slowing down, or stopping. Any sudden burst of speed which may require a quick shift into accelerating gear is accomplished instantly and without effort at speeds below 35 miles per hour by simply pushing the accelerator pedal to the floor.



Fluid Drive

Flexibility while operating a Chrysler product vehicle is due to Fluid Drive which substitutes a cushion of fluid for the rigid mechanical connection ordinarily found between engine and clutch. Engine power is transmitted to the drive shaft by means of two parallel-facing rotors operating in a medium of fluid in a sealed housing. One of the rotors known as the *impeller*, is attached to the engine crankshaft. The other, called the *runner*, connects with the drive shaft. As the impeller rotates, it throws a whirlpool of fluid in the runner which causes it and the drive shaft to turn.



New American Engine Oil Standards Began On May 1, 2020

EDITOR'S NOTE: Chesapeake Region Member Mark Stershic brought this change in motor oil standards to our attention recently. The change will probably not effect oil used in antique and classic cars, but it will effect oil used in your daily driver going forward.--Bill Wurzell

Aftermarket News Service

Modern cars, sport utility vehicles and pickup trucks offer sophisticated high-performance engines which are more efficient, with many requiring low viscosity motor oil. Specialized motor oils are carefully developed by engineers and chemists to meet the needs of vehicle manufacturers.

However, as modern engines have been designed with tighter tolerances, and many with gasoline direct injected (GDI) and turbo-charged direct injected (TGDI) engines, low viscosity motor oils are required for their operation. Low viscosity oils such as 5W-20, 0W-20

Continued from page 2 'Rickenbacker'...

basement, back to a dimly lit area in a corner where a plywood wall had been erected, with a very large door. Mooney unlocked the pad lock, Randy helped him swing back the large wooden door, and there sat the 1917 Sportster. Randy exclaimed, "Oh My God!" and reached out to touch the front fender. At that moment, a loud voice rang out, "Don't you touch that boy!" And he didn't. But before the large wooden door closed, Randy told him that if the car was ever for sale, he would be proud to own it. Mooney just smiled. Russell 'Pie' Mooney would pass away three years later and it would be two decades before Randy would actually get to see the car again, touch it and even sit on one of the seats.

Finally in 1997, after being in storage for almost 20 years since Mr. Mooney's death, Mooney's son decided to sell the car and contacted Randy. They went to that same stall in the dealership basement, removed the padlock, opened the door and there, under a thick coating of dust sat Eddie Rickenbacker's 1917 special-built Oldsmobile racer in all its glory. Randy bought the car that week.

Nowadays, Randy trailers the car to shows around the region and has put about 400 miles on the odometer since buying it. He drives the car less and less as he gets older and is now looking for the right person to take it to the next level for its next hundred years. Who knows, maybe someday we will see this beautiful, one-of-a-kind Oldsmobile on the lawn at Pebble Beach or better still, flying around the brickyard where it was supposed to race 103 years ago.



Rickenbacker's 1917 Olds race car was on a 1912 Autocrat Chassis with a model 5A, four cylinder, 246 c.i. engine. It developed 58 horsepower, had a 2.88 bore, and stroke of 4.75. Wheelbase was 13' 6", weight was 3000 pounds. Transmission: manual three-speed with reverse. Full floating axle. Suspension: front and rear under slung springs. Brakes: two wheel external contacting service brake and hand brake. Tires: 34 inch diameter x 4 inches wide. Wheels: second-growth hickory. Frank O'Donnell photo

and even 0W-16 can also provide a fuel economy benefit. With these advancements came a request from automakers in 2012 to develop more robust engine oils that would be capable of meeting the needs of current and future gasoline engines.

The development of what are now called ILSAC GF-6A, ILSAC GF-6B and API SP oils was completed over the course of seven years and the new oils will be licensable under API's engine oil program beginning May 1, 2020. The new standards are the latest in a line of steadily more stringent performance specifications. The new standards will replace the existing ILSAC GF-5 and API SN standards.

GF-6A oils are backward compatible with GF-5 oils and older standards and in viscosities as low as 0W-20. GF-6B oils are backward compatible with 0W-16 oils meeting API SN performance and are intended for gasoline engines requiring 0W-16 oils. A third standard that not only includes the new ILSAC specifications, but also covers engine oils that are intended for uses not covered by the ILSAC specifications, has been approved as API Service Category SP and is backward compatible with API SN oils.

The natural question is: Why did it take seven years to develop new standards and oils that are ready for people to use in their vehicles? That takes us back to the advancement of engine technology and the need to develop tests for modern engines to ensure that new oils meet the needs of a diverse group of engines.

Creating new motor oil standards requires collaboration and consensus between vehicle and engine manufacturers, oil marketers, additive companies and others. It is a challenging process to create engine oils that meet all the needs of different types of engines from a variety of manufacturers. Development of the engine tests required for the new standard requires a great deal of time and effort to ensure that the test is fit for purpose.

The new standards specify more stringent engine oil performance requirements for spark-ignited internal combustion engines.

During the process, seven new or replacement engine tests were developed, evaluated and measured for precision, and companies ran tests to demonstrate that oils can meet the more stringent requirements. The new tests include the first-ever timing chain wear test and a new test to measure fuel economy improvement provided by very low-viscosity engine oils. The standards also include a test designed to protect against a phenomenon experienced by some gasoline engines known as low speed pre-ignition (LSPI).

Working with the auto industry, oil marketers, additive companies and others, API developed these new performance standards to meet the needs of people who use their vehicles every day for work and leisure activities. The oil marketers are currently working toward bringing oils that meet the new standards to market by May 1, 2020.

Reprinted with permission of Aftermarket News as per Frank Bird April 21, 2020.

Junior Member, Elizabeth Bodvin Vying for National Title

Chesapeake Region Junior Member Elizabeth Bodvin will be competing for the title of Miss Junior High United States, at the National Pageant, during the week of July 13th in Hershey, Pa., (Coronavirus willing). Elizabeth will be joined by approximately 200 contestants from all 50 States and the District of Columbia in the age categories of Collegiate, High School, Junior High School and Elementary School.

Ms. Bodvin is also being considered for additional awards such as Academic Achievement, Photogenic, Ambassador Of Change, based on community service and the National Service Project Award.

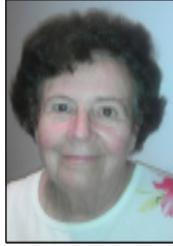
Should members wish to send cards with well wishes, they can send them to the Ruby residence in Manchester, Maryland no later than the week of July 6th. Elizabeth will open them prior to leaving or while she is gone and needs a little encouragement. Elizabeth Bodvin, 213 Mornigstar Court, Hanover, PA 17331.

SUNSHINE REPORT:

By: Margaret Werneth

I sent a get well card to Neusa D'Angelo and Mary Allen. Sympathy card to Mark McGovern on the passing of his wife, Maggie.

--Margaret



The Chesapeake Bulletin is published monthly and is the official newsletter of the Chesapeake Region AACA. Articles and comments are welcome and should be sent to the editor, Bill Wurzell at: 54desotosedan@gmail.com, telephone: 410.750.0056 by the 15th of the month for inclusion in the current month's edition. All ads must be submitted to Advertising Manager, Gary Ruby at: rubys55chevy@comcast.net, telephone: 410.239.3492. If you have not received your copy of the Bulletin, contact the editor or any club officer.

Event photos courtesy of Harold and Barb Diehl, Paula and Gary Ruby; Philip Hack, and Bill Wurzell; proofreaders: Harold Diehl and Lynn Horn.

Reprinting of articles and photos is permitted provided due credit is given to this publication, the author and photographer.

Elected & Appointed Officers For 2020

Elected positions make up the Executive Board of the Club with full voting rights:

President: Paula Ruby

2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.627.1642 paulaspackard@hotmail.com

Vice President: Al Zimmermann

12887 Eagles View Road, Phoenix, MD 21131
H-410.560.0237, C-443.470.0637 zimmcol@comcast.net

Secretary: Thomas R. Dawson

1920 Gibson Road, White Hall, MD 21161 H-410.688.8358 (cell)
tomdawson315@gmail.com

Treasurer: Jack Treadwell

2034 Freeland Road, Freeland, MD 21053, H-410.925.7024,
jetreadwell@comcast.net

Membership Chair: Vicky Wilmer

52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7703
wilmervicky@gmail.com

Director at Large: Gary Wilmer

52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7690,
wilmervicky@gmail.com

Director at Large: Tom Young

613 McHenry Road, Baltimore, MD 21208, H-410.653.3108,
tbirdtoms60@verizon.net

Activities Chairman: Philip Hack

1125 Greenway Road, Cockeysville, MD 21030
H-410.292.3656, Phack126@gmail.com

Chief Judge: Norman Heathcote

305 Gwynnbrook Avenue, Owings Mills, MD 21117
H-410.356.3459, cell: 410.227.2040, email: vvomllc@hotmail.com

Technical Chairman: Gary Ruby

2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.299.3887, rubys55chevy@comcast.net

Publicity & Website Administrator: Harold 'Buzz' Diehl 6514 Maplewood Road, Baltimore, MD 21212, H-410.377.5265,
hdiehl60@hotmail.com

Sunshine/AACA Reporter: Margaret Werneth

9701 Oak Summit Avenue, Parkville, MD 21234,
H-410.668.3749, jfdesoto@aol.com

Historian: Walter E. 'Chip' Miller, 209 Cinder Road, Timonium, MD 21093, 443.681.0236 walteremiller@msn.com

Chesapeake Region Bulletin Editor: Bill Wurzell, 8801 Bosley Road, Suite 104, Ellicott City, MD 21043, H-410.750.0056 C-410.245.7164 54desotosedan@gmail.com

Program Director: Jackson L. Anderson, Jr., 222 Ritterslea Court Owings Mills, MD 21117, 410.363.7088 chev565041@comcast.net

Refreshments: Nancy Mattheu, Coordinator 20600 York Road Parkton, MD. 21120, H-410.357.8481--twirlingmemere@comcast.net

SOCIAL MEDIA

Like us on Facebook @ Chesapeake Region AACA

Maryland Motor Vehicle Facilities Are CLOSED Until Further Notice

The safety and health of our customers and staff is a top priority for Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA). To do our part to prevent the spread of COVID-19 and following health and safety recommendations from State and Federal partners, we are closing our offices effective close of business on Friday, March 20, 2020 until further notice.

Even though we cannot assist you with your transaction in person, there are still many ways to take care of your MDOT, MVA business using our eStore, 24-hour kiosk, or VEIP self-service kiosk. If you are eligible, many transactions including driver's licenses, identification cards, vehicle registration renewals, change of address, insurance compliance payments and information on flag fees are all available online. Please be aware that due to staffing limitations, some services may take longer to process than usual.

~~MARYLAND LICENSE PLATE COLLECTION~~

Most plates are restored, call us with what you need!

GARY: 410.239.3492

JUNE MEETING CANCELED

Due to the Coronavirus Pandemic

DIVINITY LUTHERAN CHURCH
1220 Providence Road
Towson, MD 21286

Approximately one mile north of I-695
on Providence Road in Towson

~ Noted Philosophers ~

'To be is to do'--Descartes

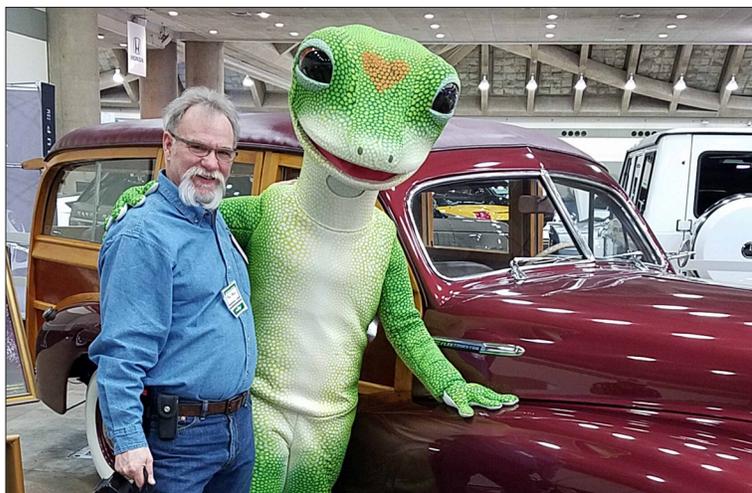
'To do is to be'--Sartre

'Do be do be do'--Sinatra

Retrospective Of Recent Motor Trend International Auto Show Photos



A lone spectator takes in the view at the 2017 Motor Trend International Auto Show at the Baltimore Convention Center, February 9-12, 2017. Our usual allotment of spaces is 8-10, this year we were cut back to five spaces! We can't complain though, because the spaces are paid for by the Baltimore Automobile Dealers Association. Members participating in the show in 2017 were: Chief Judge Gene Sauter representing Charles Gillet's 1934 Packard 1101 convertible coupe; Pat Wenderoth, 1928 Studebaker President sedan; Robert Meekins, 1978 Lincoln Mark V 'Diamond Jubilee' two door coupe; Ron King, 1985 Buick Rivera W15 coupe; Tom and Judy Dawson, 1965 Chevrolet Impala Super Sport 409.--Buzz Diehl photos



From a couple years ago, Phil Hack with his buddy 'The Geico Gecko', stand beside Phil's 1947 Chevy Woodie wagon.



TRIP'S TRUCK! Yep, 1955 Ford F-100 perfectly restored by owners, Trip and Linda Franklin.



Charles Gillet's 1926 Rolls Royce P1 Salamanca...priceless! Represented by Gene Sauter, who at the time was Chief Judge.



AWESOME DAWSON!--Tom and Judy Dawson's 1965 Chevrolet Impala Super Sport, '409' two-door hardtop.

RETURN TO EDITOR:
8801 Bosley Road, Suite 104
Ellicott City, MD 21043

OUR 65th YEAR!

First Class Postage



Like us on Facebook@Chesapeake Region AACA



2018
Master Webmaster
www.chesapeakeaaca.org/



2019 Master
Editor

AACA Publication

J.C. TAYLOR ANTIQUE INSURANCE



1-888-ANTIQUE

JCTAYLOR.COM