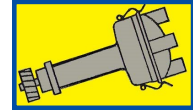


# THE DISTRIBUTOR



NEWS FOR MEMBERS OF THE  
**BAY COUNTRY REGION**  
ANTIQUE AUTOMOBILE CLUB OF AMERICA

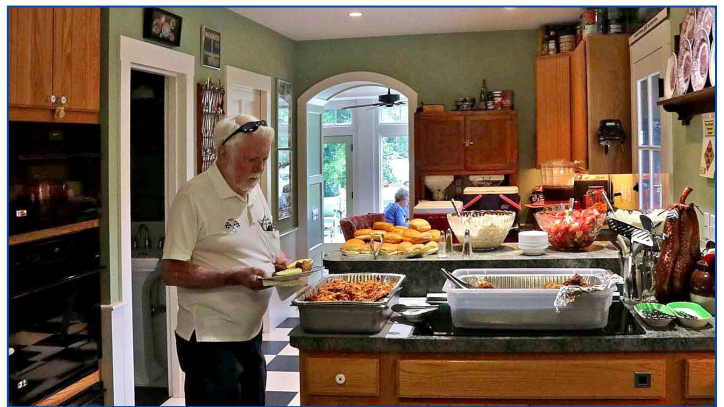


VOLUMES 23, ISSUES 2-6

MAY-SEPTEMBER 2023

## THE ANNUAL PICNIC

We had over 20 club members at the annual picnic on June 24th. It was nice to see the Caplans, up from North Carolina. Robin Lewis's Personal Touch Catering again provided the lunch, and everybody went away well fed. Bob and Kathy Taylor, Ken's friends from the antique truck club, were visiting from New Jersey. Some spent the time outside, but most stayed inside, due to the heat.





# LASALLE TRAVELS WITH CRAIG & NAN By Craig Duerling

On Sunday, June 7, I drove our 83-year-old LaSalle from our home in Cambridge to Sport Cadillac in Silver Spring for the Potomac Region of the Cadillac and LaSalle Club's annual show. It's a distance of about 88 miles each way and took about 2 hours. I chose a route that avoided I-95 and the Capital Beltway. This was my first time over the Bay Bridge with the LaSalle, and it did just fine driving at about 55-60 MPH on US 50. I even passed a few cars!

There were about 60 cars at the show, all Cadillacs except for our lone LaSalle. The cars were divided into year categories, with the LaSalle in the 1908-1942 (pre-World War 2) category. Our LaSalle was the oldest car there, and it won first place in its category.

I must say that with the manual transmission, steering by arm strong, and non-power assist brakes, it was quite a bit more work than I'm used to driving it that far, but it was an adventure. The car ran flawlessly, and the only problem we had was trying to find non-ethanol gas on the way back. I finally gave up and used normal ethanol gas. I have since found out from Charles Emory that there is an app called Pure Gas that will tell you where you can find non-ethanol gas.

Every time I drive this car, I marvel that my mom, who was petite and probably weighed 110 pounds at her heaviest, drove our LaSalle, which was just like this, when I was little. Steering can be quite a chore, especially at low speeds, but she loved driving our LaSalle. Just like Archie and Edith Bunker used to sing, "Gee the old LaSalle ran great!"





# THE JULY LUNCH

By Craig Duerling

The Bay Country Region AACA celebrated Collector Car Appreciation Day on Thursday, July 13. Last year, to celebrate the day, we had our first annual ice cream run. Since this was our normal Lunch Bunch day, in addition to the ice cream, we also had lunch. We met at the Auto Zone parking lot in Easton at 12:15 and left for Oxford with:

- Buck Burton
- Charlotte(?) & Danny Morris
- Jim & Darlene Newcomb
- Carol & Neil Grant
- Barbara & Charles Emory
- Betty & Ned Nabb
- Michael Murray
- Agnes & Andy Wilhelm
- Max & Jeanne Avey



Lunch was at **Doc's Sunset Grille**. With

good weather, we ate out on the covered waterfront pier. Then we drove to the new Scottish Highland Creamery store, on Morris Street, just across from the park, for some ice cream. (Yes, this still counts this as our second annual ice cream run!)

In the photo, we see Danny, but not Charlotte. She must have gone to “powder her nose”. But the mystery is that her purse is still in her chair. We can’t imagine that she climbed over the railing, or crawled under the table, to take everybody else’s picture, or why the photo couldn’t wait until she returned.

Maybe she was just absent, and that was Betty’s purse. *Enquiring minds want to know!*

# THE AUGUST LUNCH

By Ned Nabb

Lorin Turnblacer planned the August Lunch Bunch outing. Nine club members, the Nabbs, Newcombs, Lou Doll, the



Fosters, and the Hamiltons, met at Hyde Park on Thursday, August 10<sup>th</sup> around 11:00 am, to caravan to Centreville, Md. There they were met by the Wilhelms, Joe Zimmerman, and Lorin, to continue the journey to Chestertown. The Storys joined them closer to Chestertown.

Lorin was in his 1965 Pontiac LeMans convertible, the Wilhelms in their '53 Ford Victoria, and the Storys in their 1956 Chevrolet Bel Air 2-door Hardtop, as the only old cars in the group. Since rain was forecast, the rest of us came in modern cars. Lorin had the top down for the trip to the Chester River Yacht Club. Once there he put the top up. Good thing! It rained while we were at lunch.

The Yacht Club is a grand old building (1920's) set back from the road but facing the club marina across the road. We were seated in a large dining/ball room with the tables arranged in a square, so everyone faced each other. The food was good and reasonably priced. One waitress was very per-

sonable. When she couldn't remember the dessert menu she joked that there was an ice cream parlor down the road, then went into the kitchen to get the dessert list. Not everyone can get away with forgetting the menu.

It was nice to have the Fosters join us after a significant absence from our functions. Also, we met Joe Zimmerman for the first time. Yes, he really does exist. Lorin is really starting to get into the swing of being a BCR member. Hopefully all will become more active in club functions.

Well done, Lorin! A great choice of venue!





# Electric BOOGALOO

A market is springing up for tricked-out conversions of vintage vehicles as the motor industry shifts gears *By Brett Berk*

FOR YEARS, ROB HOWARD restored old cars. In his youth, he worked on a 1971 Plymouth Duster with his dad, and as an adult, he restored 1960s Mustangs and modernized a 1957 Chevy station wagon so he could drive it safely with his kids. But the cars weren't dependable, and it was especially difficult to tune antiquated fuel systems. "No matter what, it always smelled like gasoline," he says.

With a background in tech and engineering, Howard sought improved outcomes. His key determination: Banish petroleum. "When you think about restoring your car, electrification is so obvious," he says. "It performs better, it's lower maintenance, and it's actually a roughly equivalent cost." In 2019, two years after he'd sold his software company to Target and worked on the executive team there, he decided to apply his skills in software, supply chain management, and retail to a new business of old-car electrification, founding Kindred Motorworks in San Rafael, California. Today, his 40-person team has multiyear contracts with electric vehicle battery, motor, and parts suppliers, allowing them to rehab vintage Ford Broncos, Volkswagen buses, and Chevy trucks and convert them to EVs that cost anywhere from \$149,000 to \$199,000.

In a new 110,000-square-foot facility in the Napa Valley, Howard plans to electrify thousands of vehicles and introduce several new-old models each year. "There are 30 million collectible cars in the US," he says. "So it's a very large opportunity." Soon and McKeel Hagerly, whose namesake company is one of the world's largest insurers of classic vehicles, and Robert Downey Jr.'s environmentally oriented venture capital firm, FootPrint Coalition, are investors.

Kindred isn't alone. Zelectric, also in California, focuses on VW Beetles and Porsches that it goes on to sell from \$100,000 to \$300,000. The Ghost Garage in Michigan does Jeep Grand



1954 Volkswagen bus by Kindred Motorworks, \$199,000.



1960 Volkswagen Beetle by Zelectric Motors, from \$118,000.



1969 Porsche 912 Coupé, also by Zelectric, from \$195,000.



1985 Land Rover Defender 110 by E.C.D. Automotive Design, from \$280,000.



1947 Chevrolet 3100 pickup, also by Kindred, \$159,000.

Wagoneers (\$295,000). E.C.D. in Florida electrifies classic Land Rover Defenders, Range Rovers, and Jaguar E-Types (\$225,000 to more than \$400,000).

Other companies focus on providing conversion hardware for DIY'ers and small shops. Michael Bream, founder of EV West, leads this realm. Since 2009, Bream has been designing and retailing bolt-in electrification kits for vintage Porsches and VWs, becoming a soft-power evangelist for alternative energy. "You can have some old man who doesn't give a shit about the environment, but he's actually being environmental because we sold him an electric car based on horsepower and fun-to-drive," Bream says. "And after he drives it for six months, he comes to the shop, and he's like, 'Hey, man, I got solar put on the roof!'"

Even Ford and General Motors are entering the category, building electric motors sized to replace their guzzly old V-8 engines. "Classic vehicle restoration is an integral part of GM's business and history," wrote Travis Hester, GM's vice president of EV growth operations. "Extending that same passion to electrification is a natural next step."

Because the collector market privileges unmodified vehicles, there was an early emphasis on preserving removed gas engines so they could be reinstalled should the owners later resell. But as the practice has caught on, this has shifted, and EV-converted cars have become eminently desirable.

"Ewan McGregor came down here with his 1954 Oval Window [VW Beetle], just a beautiful showpiece, and he had a matching-numbers engine in it, and when we pulled it out, he said, 'I want to save that motor,'" Bream says. But a year after McGregor picked up his electrified Bug, he hadn't retrieved the gas engine. Bream messaged him, wanting to know where to send it. McGregor wrote back. "Oh, mate. I don't want that." ■

VW BUS, CHEVY 3100 PICKUP: COURTESY OF KINDRED MOTORWORKS. VW BEETLE, PORSCHE 912: COURTESY OF ZELECTRIC MOTORS. LAND ROVER: COURTESY OF E.C.D. AUTOMOTIVE DESIGN.



## THE PRESIDENT'S MESSAGE

Dear Members:

Summer break is over! I can hear the collective sighs of sadness from the kids as August ends and they head back to school.

The club has been busy over the break. June 24 was the club picnic. Ken and Sally hosted the event at their Choptank home again. It was hot so everyone ate inside. Somehow Ken and Sally found seating for everyone.

The July Lunch Bunch was organized by Craig and Nan Duerling. National Collector Car Day was July 9. I suggested to Craig that the club do an ice cream run on that day. He reminded me that Nan is very busy on Sundays so he would delay the celebration to Thursday the 13th. They arranged lunch at Doc's Sunset Grille, in Oxford, with dessert at the Highland Creamery, further down the road. Their Toronado broke down so Craig didn't get his ice cream. See the article.

Lorin Turnblacer arranged the August Lunch Bunch. We ate at the Chester River Yacht Club on August 10. It was good to see Lorin get into the swing of things in the club. Joe Zimmerman joined us. He really does exist! See the article.

We have some business to tend to at the September General

Meeting. Diann has prices for the Christmas Dinner. The Board will crunch the numbers and have a recommendation for the membership. We are still open to suggestions for the charity we will donate the money collected at the dinner to. Diann will be getting with Carol about the activity for the evening.

Andy Wilhelm has arranged lunch at Ram's Head Shore House on Kent Island for the Thursday September 14. I will email a notice of where we will meet to caravan to Kent Island. Some members may meet us at the restaurant, or join us enroute from Easton.

Danny Morris has been working on the slate of officers and directors. Most of the officers are returning and he has filled in the directors. You don't have to avoid Danny now.

I will be twisting arms for volunteers to organize the October and November Lunch Bunch trips. It is hard to believe that we are working on year-end events already.

See you at the Elk's Club on Wednesday September 20<sup>th</sup>, at Noon for lunch, 1:00 pm for the General Membership Meeting.

Sincerely,

*Ed Nabb*

## UPCOMING EVENTS

### SEPTEMBER

**5 BCR Board Meeting. 1:00-2:00 pm; via zoom**

**9 3-8 pm Greensboro Music Fest & Car Show—**  
Greensboro Fire Dept. Pre-reg. \$15 DOS \$20;  
Brandon 443-239-7391

**14 Lunch Bunch to Kent Island**

**16 8:30-11:30 am Field of Dreams Car Show—**  
Cow Barn Little League Complex, Ridgely MD;  
benefit Caroline North Little League. Reg. DOS  
\$25 Pre-reg. \$20; Show 11:30-3:00; 50 Dash  
Plaques, Top 20, Best Car, Best Truck, Best in  
Show Info: cnll.leaguepresident@gmail.com

**20 12-1 pm; BCR Premeeting, Easton Elks**

**20 1-2:30 pm; BCR Monthly Business Meeting,**  
**Easton Elks**

27-1 Fall Carlisle, Carlisle PA

**30 Eastern Shore Region AACA/Hebron Lions Club**  
Car Show

### OCTOBER

**3 BCR Board Meeting. 1:00-2:00 pm; via zoom**

**3-6 AACA-Hershey**

**18 12:00-1:00 pm BCR Premeeting, Easton Elks**

**18 1-2:30 pm; BCR Monthly Business Meeting,**  
**Easton Elks**

**21 9:00 am-2:00 pm; Poor Boys Yacht Club Car**  
Show—American Legion, Hurlock MD; Reg.  
\$15; 50 Dash Plaques Top 20 trophies; Charlie  
443-603-4707

**29 9:00 am-12 pm: Gears & Ghouls: 3rd Annual**  
CCCC Halloween Car Show-even the cars are in  
costume! Tots Park, VFW, Easton MD 21601  
Reg. \$20 each; Trophies at 2 pm:  
www.CCCOfEaston.org info@cccfeaston.org

### NOVEMBER

**7 BCR Board Meeting. 1:00-2:00 pm; via zoom**

**15 12-1 pm; BCR Premeeting, Easton Elks**

**15 1-2:30 pm; BCR Monthly Business Meeting,**  
**Easton Elks**

(Bold type indicates a Bay Country function.)

Use the **BAY COUNTRY REGION HOTLINE** to:

- find out about activity changes, club emergencies, etc.

- pass along urgent information to all club members

Contact **Lee Caplan** at 919-636-0955 or [lcaplan@icloud.com](mailto:lcaplan@icloud.com)

## BAY COUNTRY REGION

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Secretary :	Carol Grant	443 858 2477	grantcaf@comcast.net
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Past President	Ned Nabb	410-228-0758	edward.nabb@comcast.net
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	Neil Grant	443-858-2477	grantcaf@comcast.net
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Web Address: <http://baycountryaaca.org/>

Facebook: <https://www.facebook.com/BayCountryRegionAACA/>

### THE BAY COUNTRY REGION, AACA

The purpose of the club shall be the preservation, use, and enjoyment of self-propelled antique, classic, and special interest vehicles and related parts, materials, and services. The Board of Directors of the Region shall meet on the first Tuesday of each month, unless otherwise specified. Membership meetings are scheduled for the third Wednesday of each month, except July and August. Meeting announcements will be carried each month in the newsletter. Articles for the newsletter are welcomed and members are encouraged to submit news about personal interest items to the editor by the 20<sup>th</sup> of each month.

**BAY COUNTRY DISTRIBUTOR  
MAY-SEPTEMBER 2023**

**KEN BRIERS  
736 5TH ST NE APT B  
WASHINGTON, DC 20002-3587**



FIRST CLASS MAIL

*Coming up:*  
**Winter!**  
*Also:*  
*Lunch at Ram's Head Shore  
House on Kent Island-  
Thursday September 14th*

## INSIDE: LUNCHES AND THE PICNIC

### BIRTHDAYS

8/31	RHONDA HIGGINBOTTOM	10/8	JONNETTE KVAMME	10/24	NANCY HOLT
9/9	BETTY NABB	10/8	RON McCARTY	11/19	FAITH BROWN
9/9	BETTY SANGER	10/8	SUSAN NORTH	11/26	TERESA McCANN
9/15	JACK HAMILTON	10/12	PAT McCANN	11/27	DONNA GLIME
9/23	HAINES HOLT	10/15	DARLENE NEWCOMB	11/30	JOE ZIMMERMAN
10/2	DIANN PRAHL	10/16	SHIRLEY WISE	12/6	NORMA JEAN BRADLEY

#### MY FAMILY'S LASALLE

In connection with Craig Duerling's article, the family car that my father traded in on my 1952 Ford was a 1939 LaSalle four-door that he had bought from his boss when he was mustered out of the Navy in 1945. He claimed it had a cracked block, and he nursed it through 1952 (7 years!) by putting *Liquid Solder* in the radiator. In 1951 I started Kindergarten and my father taught my mother, a little lady of less than 5' 2", to drive it. On December 10<sup>th</sup>, 1952, my father let it go for the '52 Ford, with the new OHV six and Fordomatic, but no power steering. I don't remember that the '57 Mercury he bought next had power steering either. *Ken*

