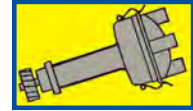


THE DISTRIBUTOR



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



VOLUMES 22, ISSUES 10-12; 23, ISSUE 1

JANUARY-APRIL 2023

THE FEBRUARY LUNCH BUNCH

By Craig Duerling, Photos by Craig and the Newcombs



The February Lunch Bunch was held in Cambridge, beginning with a tour of the Ruark Boat Works. We toured the shop where the new mast for the skipjack Martha Lewis is just about complete. The mast is 62 feet long and is hollow in most of its center! We went inside the shelter where the skipjack Nathan of Cambridge is undergoing maintenance. Ned gave us a tour from the ground of this Cambridge landmark and told us some of the story of this boat and skipjacks in general. We were also able to get a close-up view of the skipjack Martha Lewis which is undergoing extensive renovation. A pusher boat and a skiff that was built at the boat works were also there. Some also looked at a collection of ships models housed there.

We then went to The High Spot Gastropub in downtown Cambridge, next to the Post Office, for lunch. In attendance were Darlene & Jim Newcomb, Betty & Ned Nab, Barbara & Charles Emery, Carol & Neil Grant, Jeanne and Max Avey, Agnes & Andy Wilhelm, Diann Prah, and Nan & Craig Duerling. Charlotte Morris tested positive for Covid the night before, so she and Danny were not able to attend, but they will organize the March Lunch Bunch.

(Continued on page 5)



A VISIT TO BURTON JUNCTION

Text and photos by Craig Duerling



On Saturday, January 7, a small group went down to Buck Burton's in Salisbury to view his model train layout. The Fritzes, the Duerlings, and the Emerys along with their granddaughter Adriana, enjoyed the layout. It is a large layout with many vignettes, including a Wings and Wheels car show, a tree with a tree house, a building demolition, and a model of the Dewitt Clinton, the first steam locomotive in service in New York State. Each year, Buck starts over with a clean slate, so it is different every year. Afterward, we went to the Mad Hatter restaurant in Salisbury for a delicious lunch. You know that the BCR can't get together without eating!

(More photos on page 5)



The Oldsmobile Toronado

Craig Duerling

Since I seem to wind up with oddball, relatively short production run cars – witness my LaSalle—I thought our members might like to know something about the Oldsmobile Toronado. In the 1960s, Oldsmobile was the more experimental of GM’s auto divisions. In the Toronado, Olds engineers pulled out all of the stops and employed technology that they had been working on for years.



Craig’s 1967 Toronado



David North’s Flame Red Car

The Toronado began as a design painting by Oldsmobile stylist David North in 1962. His "Flame Red Car" was a compact sports/personal car never intended for production. However, a few weeks after the design was finished, Oldsmobile division was notified that it would be

permitted to build a personal car in the Riviera/Thunderbird class for the 1966 model year, and North's design was selected.

The car would share the so-called E-body shell with the redesigned 1966 Buick Riviera for economy of production. This body was substantially larger than North had envisioned. Despite the efforts of Oldsmobile and General Motors styling chief Bill Mitchell to put the car on the smaller A-body intermediate used by the Oldsmobile F-85 and Cutlass, they were overruled for cost reasons. Later, Bill Mitchell would produce a one-off "A" body two-seater based on the original design.



Bill Mitchell with his "A" Body Toronado



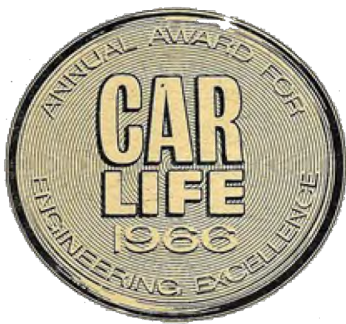
The Oldsmobile Division of GM began work on front-wheel drive in 1958. John Betz was the project manager of this development project. He later would develop the 442 and go on to become the head of the Oldsmobile Division. This power plant was originally planned to be for the F-85/Cutlass size vehicle, but because of the cost and experimental nature of the drivetrain, it was decided that it would go to a larger, more expensive vehicle. This unusual Toronado powertrain developed by Oldsmobile was called the Unitized Power Package (UPP). It put a Rocket V8, Turbo Hydramatic transmission, and a unique differential into an engine bay no larger than one for a conventional rear-wheel drive car. During the package’s seven-year development, UPP components were driven over 1.5 million test miles to verify their strength and reliability. In 1967, Cadillac adopted its own version of the UPP for the Cadillac Eldorado, using the Cadillac V8 engine. The UPP proved so well-built that it was employed basically unchanged in the 1970s GMC motorhomes.

For the engine, Oldsmobile engineers selected a conventional, though performance-boosted, Olds 425 cu in Super Rocket V8 rated at 385 hp and 475 lb-ft of torque – a quite substantial engine. The Turbo-Hydramatic heavy-duty three-speed automatic transmission's torque converter was separated from its planetary gearset, with the torque converter driving the gearset through a 2 in wide silent chain-drive. The chains were made from very strong hardened steel and required no tensioners or idler pulleys because they were pre-stretched on a special machine at the factory. Use of an automatic transmission eliminated the need to devise a workable manual-shift linkage. No manual transmission was ever contemplated because performance was adequate with the automatic transmission and because virtually all U.S.-built luxury cars during this period came with automatic transmissions as standard equipment. Despite an average weight of 4,500 lb, published performance test data shows the Toronado was capable of accelerating from 0–60 mph in 7.5 seconds, and through the standing quarter mile in 16.4 seconds at 93 mph. It was capable of a maximum speed of 135 mph, not bad for the 60s and especially with such a large, heavy car. The Toronado was the first American front-wheel drive car since the 1937-38 Cord. Homage was paid to the Cord in the Front Wheel Drive, the hidden headlights, the wheels, and to a certain extent in the grill.



The Toronado was GM's first subframe automobile, which means it was partly unitized, using a subframe that ended at the forward end of the rear suspension leaf springs, serving as an attachment point for the springs. It carried the powertrain, front suspension and floor pan, allowing greater isolation of road and engine harshness (the design was conceptually similar to the Chevrolet Camaro and Pontiac Firebird that would debut for 1967). To fit into the tight space, Oldsmobile used torsion bars for the Toronado's front suspension.

Toronados featured elongated doors to allow easier access for passengers entering the rear seats. Duplicate door-latch handles were even added at the rear of each door enabling back seat passengers to open the doors without having to reach over or around the front seat.



Firestone designed an 8.85" x 15" tire especially for the Toronado called the TFD (Toronado-Front-Drive) tire. It had a stiffer sidewall than normal, and the tread and stylishly thin white pin-stripe were also unique.

The 1966 model was widely recognized as a step forward in design, gaining publicity for the division by winning several leading automotive awards,

such as Motor Trend's Car of the Year Award and Car Life's Award for Engineering Excellence. It was also the only American car ever to be awarded recognition in Europe, as the third-place finisher in the European Car of the Year competition.

(Continued on next page)

The Oldsmobile Toronado

The first-generation Toronado persisted with the usual annual facelifts through 1970. Other than adding optional front disk brakes in 1967, the major changes were the replacement of the original 425 cu in V8 with the new 455 cu in in 1968, rated at 375 hp in standard form or 400 hp with the W-34 option, revised rear quarter panels (with small fins to disguise the slope of the rear body in side view) in 1969, the elimination of hidden headlights and the introduction of squared wheel arch bulges in 1970.

The second generation (1971–1978) heavily revised styling from the first generation, the Toronado transitioned from a "GT"-style car into a more traditional luxury car. It was now more similar to the Cadillac Eldorado than the Buick Riviera, with styling taking several cues from the 1967–70 Eldorado. The Toronado introduced as a novelty what would later become a federal mandate in a modified form, two high-mounted taillights above the trunk and below the rear window, which was shared on its platform twin the Riviera. These taillights mirrored brake and turn functions of the normal taillights, but not the nighttime taillights. Rear-wheel ABS became optional.



The third generation Toronado (1979–1985) was substantially downsized, losing nearly 1,000 lb and almost 16 inches in length. Reflecting its 206 in length and 114 in wheelbase, it came equipped with the smaller Oldsmobile 350 cu in V8. The engine was rated at 170 HP/270 lb.ft. torque giving it a top speed of over 110 mph and a 0–60 mph acceleration time of 9.4 seconds. This was considered one of the faster times for the “Malaise Era.”

The fourth and final generation Toronado (1986–1992) made its debut in 1985 for the 1986 model year. It was even smaller on the outside, lost its body-on-frame construction in favor of a unibody platform, and was the first Toronado since 1969 to feature hidden headlights. For the first time ever, V8 engines were gone, with the fuel-injected version of the Buick 231 cu in (3.8 L) V6 now the only powerplant available. Production ceased at the end of the 1992 model year.



I chose the first generation because to me, the styling still looks modern, although admittedly somewhat overly large by today's standards. I lovingly refer to it as my land yacht. Being an engineer, I also loved the innovative engineering and testing that went into the first Toronados. That's why I chose the Toronado over the Buick Riviera. I chose a 1967 because in 1967, I bought my first new car—a 1967 Olds Cutlass Supreme. (I was an Olds guy even then.) I would have loved to buy a Toronado, but a college student's budget just wouldn't stretch that far. Now, 55 years later, I have my 1967 Toronado.

Much of the information in this article came from Wikipedia, *Oldsmobile—The First Seventy Five Years* by Kimes and Langworth, as well as several other books, magazine articles, and auto history web sites. Special thanks to member Bill Joline for sending me the extensive article from Car Life Magazine with many details of “The most carefully engineered and thoroughly tested car,” which is how they referred to the 1966 Toronado when they gave it their Annual Award for Engineering Excellence.

THE FEBRUARY LUNCH BUNCH



A VISIT TO BURTON JUNCTION



THE PRESIDENT'S MESSAGE

Dear Members:

WOW! This year is really moving along quickly. Craig and Ken reminded me that we have not had a *Distributor* this year- and it is April.

Fortunately the board and club have made plans and had events.

We have had Lunch Bunches in February and March, both well attended and in Cambridge. On February 9 Craig had us visit the Skipjack *Nathan* then eat at the High Spot. For March 9 Danny arranged lunch at Riverview (we know it as Dayton's) then go to downtown Cambridge to look at several murals.

Carol Grant has planned the April Lunch Bunch for April 13th. It is a long trip, longer than many of our Dust 'em Off trips, to Delaware. She has sent out a notice with details and has requested those going to let her know so she can make reservations at the restaurant. She says it is 51 miles from Hyde Park, where we will start so fill the tank and be sure the car is ready to put on some miles.

Danny has planned the Dust 'em Off Tour for April 30th. We will go to Towers Historic Museum then to dinner. He hasn't shared the dinner plans, probably because he hasn't made them yet. Since the Dust 'em Off tour is so late in April there is no planned May Lunch Bunch.

Our Summer Picnic is set for June 24 at Ken & Sally's in Choptank. They have already hired Robin Lewis to cater- she did last year's picnic. After the menu is finalized and the cost quoted we will set the cost for members and guests. It will be nice to go back to Choptank again.

July 9 is National Collector Car Appreciation Day. That is a Sunday so a number of members would not be able to participate in any activity. I suggested to Craig that it could be a good ex-

cuse for an ice cream run. Craig agreed to plan an ice cream run near the date- just not on Sunday. I knew I had him at ice cream!

Lorin Turnblacer has agreed to arrange the August Lunch Bunch. It should be August 10. So far Lorin has only divulged that he is thinking about going to Rock Hall. It should be different and a shorter run for our northern members. I'm glad to see Lorin is becoming active in the club.

We have no one stepping up to plan Lunch Bunches for September, October or November. I know that is some time off, but it will be here before you know it. Any takers?

That brings us to the Christmas Party. The Easton VFW informed us that they were raising the room charge from \$250 to \$375. My first reaction was to find another location. After members researched other locations and considered the pros and cons the club decided to return to the VFW for 2023. We will continue to search for a location for future years. The board continues to consider charities to recommend to the membership for the Christmas Party donation. Let me know if you have any suggestions. So far the only resolution is that the donation will be a single payment- not a monthly gift as seen on TV. Carol is planning the entertainment and suggestions so far include gift exchange, white elephant sale, Chinese Auction or not-so-newlywed game. We should decide soon so she can get on with plans. If she asks for your participation, please join in.

I hope our members can join us for these events.

Sincerely,
Ed Nabb

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

FRIENDS WE'VE LOST: LOU FRITZ & BARBARA GARDELLA



UPCOMING EVENTS

BAY COUNTRY REGION

OFFICERS, DIRECTORS AND COMMITTEES

- April**
13 Lunch Bunch: Meet 10:00 am at Hyde Park
 13-15 AACA Southeastern Spring Nationals—
 Charlotte, NC (Day 1/3)
 19-23 Spring Carlisle
19 BCR Premeeting, Easton Elks Lodge 12:00
19 BCR Monthly Business Meeting; 1 – 2:30pm
30 Dust 'em Off Tour, 9am – 2:30pm
 30 Chesapeake Classic Car Club 39th Annual
 Spring Car Show, VFW Post 5118, 355 Glebe
 Rd., Easton MD 21601 Reg. \$20 independent
 judges. www.CCCOfEaston.org in-
 fo@cccocofeaston.org
- May**
2 BCR Board Meeting. 1:00-2:00 pm; via zoom
 6 Spring Fling Car Show #27—at Western Auto
 Tire & Auto, Kent Is. MD 9am – 1pm, Reg. \$10
 Dash Plaques & Top Awards Info:
 www.kentislandcruisers.com
 bchevy7@yahoo.com mfrancis@atlanticbb.net
 12-13 Carlisle Import & Performance Nationals, Car-
 lisle PA
17 BCR Premeeting, Easton Elks Lodge 12:00
17 BCR Monthly Business Meeting; 1 – 2:30pm
 18-20 AACA Eastern Spring Nationals—Gettysburg,
 PA (Day 1/3)
 27 Classic Motor Museum Memorial Day Parade;
 Info@classicmotormuseum.org
- June**
 2-4 Carlisle Ford Nationals-- Carlisle PA
6 BCR Board Meeting. 1:00-2:00 pm; via zoom
21 BCR Premeeting, Easton Elks Lodge 12:00
21 BCR Monthly Business Meeting; 1 – 2:30pm
 23-24 Carlisle GM Nationals, Carlisle PA
 24 Eastern Shore Region AACA/Delaware Antique
 Tractor Club joint show in Laurel DE
 25-28 AACA Eastern Divisional Tour (1998 & earlier)
 —S.E. & Central PA
- July**
4 BCR Board Meeting. 1:00-2:00 pm; via zoom
 14-16 Carlisle Chrysler Nationals, Carlisle PA

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Secretary :	Carol Grant	443 858 2477	grantcaf@comcast.net
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	Neil Grant	443-858-2477	grantcaf@comcast.net
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	Danny Morris	410-673-7032	dabeach98@gmail.com
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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 20th of each month.

ITEMS FOR THE DISTRIBUTOR should be submitted by the 20th of the month. Submissions from members are greatly appreciated. Tell us about, or show us, your cars (and trucks) and what you are doing with them. If you're planning an event, here's the place to describe it.

Electronic submissions are preferred. Having avoided learning how to type all these years, the Editor doesn't want to have to learn now. On the other hand, photos and illustrations can be scanned, with no typing necessary, so send anything that you would like the membership to see.

CLASSIFIEDS

KENT ISLAND CRUISERS

1941 Ford Super Deluxe Coupe, Flathead V8 with goodies, running/driving, Fine car that needs driven, \$25k.

1951 Ford Custom Tudor, Flathead V8 with goodies, incredible car with lots of accessories, frame off in 2006, \$25k firm

55-56 Ford car & T-bird, stock steel 15" wheels, \$80. each

443-496-2887 or bchevy7@yahoo.com for pics

**BAY COUNTRY DISTRIBUTOR
JANUARY-APRIL 2023**

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



Coming up:

**Carol Grant's Lunch
Bunch**

April 13th

See below

FIRST CLASS MAIL

Art & Susan North
30771 Foxchase Drive
Salisbury, MD 21804-2542

INSIDE:

BIRTHDAYS

4/4 ELLEN MARIE FOSTER	5/1 ANDY WILHELM	6/9 MIKE MURRAY
4/5 FRANK BRADLEY	5/3 WALTER PATTON	6/13 BUD STORY
4/13 LOU DOLL	5/8 CATHY PROUSE	6/17 MARY JANE FRITZ
4/13 NEIL GRANT	5/9 SALLY DONNER	6/21 BARBARA EMERY
4/19 NAN DUERLING	5/17 ANDY WISE	6/23 ELEANOR SMITH
4/25 EVELYNE GARNER	5/28 KARLA WISE	6/25 WAYNE MORGAN

APRIL 13TH LUNCH BUNCH

We will meet at 10:00 at Hyde Park and go 51 miles from Hyde Park to Mike & Mel's (Hall's Family Restaurant), arriving around 11:30, for a late breakfast, brunch, or early lunch...your personal choice! After lunch, those interested will walk over to the little *Simply Charming* store. We will then drive to the larger *Simply Charming* at the Mill, a warehouse of antiques, collectibles, etc. After that, we will go for ice cream at *Tre Sorelle Dolce Ice Cream & Italian Ice*. The owner may bring one of his old cars and will rope off an area of the parking lot for us. Hopefully, the day brings good weather for a fun spring day. If anyone prefers to meet us on the way or meet us there, that would be fine.



We must have a number of participants for the restaurant by Thursday, April 6. Email or text/call Carol at 443-858-2477.

WE GET LETTERS!

Good morning Ken,

Feb. 4th

Thank you so much for sending and or forwarding the newsletters.

We certainly do miss everyone and think of everyone in the club and in Maryland often.

I was saddened to hear that Barbara Gardella's passing.

We always enjoy seeing your work in keeping us posted on the club's activities and the photos. Great job and thank you again for keeping us updated.

Blessings to All

Harriett and Charles Reichard 🙏🙏