

WAYNE-PIKE UPDATE

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BARN-FIND SHOWN AT LINCOLN MEET

This beautiful 1932 Lincoln KB "barn-find" this is pictured below was shown at the Lincoln-Zephyr/Lincoln Owners Eastern National meet in Ferrum, Virginia in June. Pat sent me the picture and said it had a 'fork-and-blade' V-12 engine. She had no other information, so I went on the internet and found a lot of good information about the 1932 Lincoln KB's which I share some of it with you.

"The big news for the 1932 Lincoln Model K line was the magnificent Model KB, still considered by some classic-car buffs to be the finest Lincoln of all time.

"Replacing the K but built on a modified version of its chassis, the KB carried a new 65-degree V-12 with 150 horsepower (which is probably a conservative rating). At a whopping 447.9 cubic inches, this engine was very nearly a match for Cadillac's 452.6-cubic-inch V-16.

(Continued on Page 3)



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Newsletter Awards:
Award of Excellence
2006-8, 2010, 2013-15
Master Editor
2009, 2011, 2012

PRESIDENT'S MESSAGE

-By Art Flynn

We are once again into the final stretch before our car show. Signs have been repainted and put up, several smaller signs have been obtained and put up and fliers have been distributed at local shows. I know Pat has received several preregistrations. Now all we have to do is PRAY for a great day. We have been pretty lucky in the past, so hopefully this year will be the same.

Someone once said that God likes old cars and does rain on them. Unfortunately this was not the case (again) for the Catskill Region show. In talking with their president, Vicky, she said they have had rain on seven of the last ten shows! Sandy and I attended the show, under our umbrellas, and distributed fliers to all other attendees who were huddled under the tents. They had about 50 cars—no trunks or hoods open at this show!

The Equinunk Historical Society car show was well attended. They had over 150 cars. In addition to the show, they have their books, t-shirts and hats for sale. This year, items from their gift shop were also for sale. They also sold 9 blue bird houses that Sandy and I make from the wood sawn at the Joel Hill Saw Mill. (The mill is open for tours July 9 & 10, August 13 & 14 and October 1 from 11-3.) They also did well on their bake sale. I distributed fliers for our show and many seemed interested in coming to Hamlin.

Have you recruited friends, family and anyone else interested in helping at the show. With our membership declining, we have to rely on others to help us. I have recruited my son, Stephen, my granddaughter, Jackie,

and her boyfriend, Adam and hopefully by daughter-in-law, Carolyn, assist.

I know Paul and his crew are working on getting the food and equipment ready to feed all those in attendance. Last year was the first we tried doing our own food and I think it worked out quite well. There were a couple of problems, but I think many of them have been worked out.

I am hoping that after our show we can get some runs planned. We have talked about this at meetings, but it is difficult to get people together since some are still working and the weekends seem so busy in the summer. There are several points of interest in the local area that I think would make a great outing for us.

Don't forget the club picnic on August 14 at the Hideout. The club will provide the meats, water and soda. It might be a good idea to bring a table cloth to cover the table. The tables there are great, but the birds like to roost on the beams over the tables! Directions to the location are included in this newsletter.

See you at the show.



PRAYER LIST

If you know of members who should be included in our Prayer List, please let the Sunshine Chairman, Pat Kopp (570-253-0545) or Sandy Flynn (570-224-4894) know, so cards can be sent and it can be noted in our newsletter.



(Con't from Page 1) "Road test conducted at the famed Brooklands circuit by Britain's *The Autocar* showed a KB could do 95-100 mph despite curb weights of 5,200-6,000 pounds.

"Fortunately, Lincolns of this period had brakes to match their speed. As on the Model L and 1931 K, these were cable-controlled Bendix Duo-Servo units with 340 square inches of lining area, 24 percent more than the Cadillac Sixteen. Drums were ribbed for cooling and made of tough high-carbon steel.

"Though technically new, the KB powerplant was derived from the K-series straight eight, and thus inherited its costly fork-and-blade connecting rods that had been a Lincoln hallmark from the start.

"The rock-hard cylinder blocks were cast from a close-grained iron alloy comprising 15 percent steel, 1 percent nickel, and 0.5 percent chromium. A massive 93-pound crankshaft was cradled by seven huge bronze-backed Babbitt main bearings. In short, this engine was built to last.

"At \$3,200 for the five-passenger sedan, the KS cost a sizeable \$1,500 less than a comparable 1931 model. The KB, on the other hand, was quite pricey for the day at \$4,300-\$7,200, yet most models actually cost a few dollars less than comparable 1931's.

"For the calendar year, Lincoln managed 1,765 KAs and 1,641 KBs for a total sales of 3,406, down about five percent from 1931. Still, this wasn't a bad showing in comparative terms, as both Cadillac and Packard dropped 39 percent from their dismal 1931 totals.

"The 1932's were undoubtedly the most elegant Lincolns yet, a fact owed in no small degree to Edsel Ford and his Lincoln Model K design. Though normally the president of Ford Motor Company, Edsel didn't run the place in most respects; his irascible father was till really in charge.

"But there was an exception. According to industrial designer Walter Dorwin Teague, who worded with Edsel in creating several Ford exposition buildings during 1934-1940, 'In the field of design had a free hand. Here his unique ability was, in his father's eyes, both mysterious and highly respected, not to be interfered with...'

"By choice he moved quietly, behind the scenes, where public eyes could not follow him. This, the fact that among his many superb qualities he was also a great designer was known to few except those who had the privilege of collaborating with him in this field.'

"Edsel Ford was a prominent patron of the arts, serving for many years as president of the Detroit Institute of Arts, where he commissioned and inspired masterful, if controversial, frescoes by Diego Rivera.

"A man of impeccable taste, with a keen eye for line and form, he had set up a studio in the old Leland Lincoln plant as a sort of retreat where he could develop his design concepts, free of interference from old Henry. His goal was succinctly expressed when he remarked, 'Father made the most popular car in the world, I would like to make the best.'

"He'd begun influencing Lincoln design soon after Ford bought out the founding Leland family in 1922. Each year he would solicit proposals from America's most prominent coachbuilders and decide which firms would supply body types.

"KAs were usually delivered in colored bodies and black fenders, while KBs were typically finished in two tones of a given color and reportedly required some 59 quarts of paint.

"Another distinction was the cloisonné radiator badge: red on KAs, blue on KBs. Line 1930-31 Lincolns, the KB offered by factory styles as well as semi-customs supplied by some of the coachbuilders—24 choices in all.

"Enhancing appearance for both series were more rounded radiator shells, hoodside doors instead of louvers, fender-mounted parking lamps, and wheels again reduced in diameter, this time to 18 inches.

"Lincoln godfather Henry Leland died on March 26, 1932, at age 89. By the year's end, the remarkable V-8 he had designed more than a dozen years earlier would also pass into history."

Thank you Pat for introducing us to this V-12 barn find.

TRAVELS WITH THE KOBERLEINS

- By Al and Nancy Koberlein

As new snowbirds, we spent the winter traveling around Florida in our motorhome. We spent some time in the Keys, Naples, Tampa and various other locations. Much of the time it was cool, windy and rainy, but it sure beat shoveling snow!

While in Florida we attended several interesting car shows. The first was the AACA Spring Meet in Naples, sponsored by the Naples/Marco Island chapter.



Over 250 cars were registered, but because of uncertain weather, there were quite a few “no shows”. We saw several Rolls Royce vehicles, as well as some Jaguars and lots of convertibles. The meet was held on the grounds of the Lorenzo Walker Technical School, a beautiful new school for the local students.

The next show was a “Fly-In, Cruise-In” at the Naples Municipal Airport. One runway was closed and lined with planes and cars. This was held to benefit the Lorenzo Walker Technical School. The admission fee included a pancake breakfast, cooked on the runway by the culinary arts students of the school.

The third interesting event was the 100th Anniversary of the town of Oldsmar. This is a small town near Tampa which was founded by R.E. Olds, the founder of Oldsmobile. The Olds Club of Florida (of which we are members) and the town co-sponsored a multi-day event to celebrate the Centennial. There were trolley tours of the area, a visit to a local military museum, and banquets. Friday evening one of the main streets was shut down and Oldsmobile’s from all over the area lined the streets.



The highlight of the celebration was to be a parade on Saturday with all Oldsmobile’s, floats, bands and

fire engines. The participants were lined up and ready to go. Ten minutes before step-off the skies opened up along with thunder and lightning, so the parade had to be cancelled. A BIG disappointment.



All-in-all, it was a fun winter, with lots of biking, hiking, kayaking and relaxing.

SAN SECURES US SENATE RESOLUTION

With summer now in full swing, make plans now to honor Collector Car Appreciation Day (CCAD)! This year’s festivities will be celebrated on July 8, 2016. At the request of the SEMA Action Network (SAN), this “holiday” has been marked each year since 2010 by a U.S. Senate Resolution recognizing that the “collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States.” A wide range of automotive events will once again be held to commemorate the occasion. As this annual observance continues to grow worldwide, states, provinces, counties and cities are following suit with their own recognition. SAN encourages participation throughout the month of July to honor the classics of the past and the future.

THREE MAJOR SPRING SHOWS

-By Hank Antonioli

Dick and I had a rather busy start to this spring. We did three car shows with our Lincoln Continentals in a 4 week span (with Memorial Day weekend giving us a slight break). May 20 and 21 we attended the AACA National Eastern Spring Meet held in Vineland, New Jersey, which is down by Cape May.

The meet was held at the New Jersey Motorsports Park, a state-of-the-art motorsports entertainment

complex with two world-class racetracks; Thunderbolt and Lightning Raceways. The day we had our AACA show, Saturday May 21st, there was the ChampTruck World Series and Ultimate Street Car Association races being held simultaneously! Needless to say it made for a rather noisy day! When we arrived at the Motorsports Park on Friday to drop off the trailers, there were motorcycles running down a ¼ mile track. Amazing at the speeds they do. One minor slipup on the racetrack and well you can imagine. Dick and I were joined on this trip with Dick's grandson Brandon Fenning and fellow club members Al and Nancy Koberlein with Al's 1956 Oldsmobile Holiday 88. Dick and I were going for Repeat Preservation Awards and Al was going for his First Junior with his Olds. On the way down to Vineland, NJ Pat and I met up with fellow Lincoln Owner Club member Jerry Beard and his wife Barbara, who were also going to show. We all had a nice leisurely dinner that evening and were a little concerned about the forecast for Saturday, the dreaded word RAIN!!!



Notice car with rain bonnet on it—it just got out of the paint shop 4 days earlier!

We all hoped for the best praying that weather conditions would hold off until after the judging was completed. Well, Saturday morning started gloomy and very cool. We were all checking our weather apps on our phones and it said that rain would be in the area by 10ish. When the track announcer came over the loud speakers about rain approaching the raceway we knew that our luck would not hold out. As luck would have it, Dick and I were judged in the rain. Pat had to get out of the car as it was being judged and I had to remove everything from my trunk so the judges could see the trunk's interior. It

was a miserable way to spend at a car show. It became windy and cold and the rain did not let up. By 11:30 Dick and I decided to call it a day and left the field only to have to load the Lincoln's in the pouring rain. Not pleasant and needless to say Dick and I were soaked!! I am pleased that Dick and I both got our AACA Preservation awards. Al Koberlein received a 2nd Junior for his 1956 Oldsmobile. This is just a sidebar to this story: the tolls for the trip down the on PA Turnpike, over the Ben Franklin Bridge and back over the Walt Whitman Bridge cost me over \$72. Mindboggling to say the least when I can drive to Florida and back without paying one cent!!

On Saturday June 4th we did a day trip to the AACA's Annual Grand National Meet held in Williamsport, PA at the Pennsylvania College of Technology Campus. In order to enter a Grand National Meet you must have a senior award from previous AACA meets. There were over 635 cars on the campus the day of the show and the Susquehannock Region-Penn College Classic Cruisers Chapter had over 147 judges on hand to take care of getting all these Senior cars judged. Dick and I were joined on this trip with Dick's son, Joe Covey, and club members Lou Filosa, Paul Schiavo and Charlie McKenna.



At show: Lou, Dick, Paul and Charlie with Joe in front

The grounds of this college were amazing. The food that was available for lunch was remarkable (linguini with clam sauce; fresh salads; wraps; ice cream; and the usual burgers and dogs). College food has come a long way!! Unfortunately we did have some rain in the late afternoon, but not enough to dampen our spirits.... we all just sat under some trees until the rain stopped. Dick and I both placed

first in our classes. Dick got a First Senior Grand National for his 1947 Continental and I received my first Grand National for my 1948 Continental.



Senior Whizzers at the Grand National Show

The competition was extremely tough and we were very happy with the results. There was a slight hiccup to this trip: gasoline....which I forgot to put into the Continental!!! As we left the trailer parking area heading for the show field Pat heard Hank say "Shit" to which she asked "What's wrong?" I informed her of the gas situation, but was certain that we had enough to get back to the trailer even though the gauge was on "E". Slight problem was that when we exited the show field they had us exit in an entirely different area than we came in. Needless to say we lost our trailers and could not find where they were. Dick's son, Joe Covey, got out and started sprinting on foot to all the different parking areas. There must have been over 400 trailers parked all over this college. I was worried I would run out of gas, so I stopped and parked the car until we could locate the area where the trailers were. Pat saw an Event Staff person with a golf cart and she flagged him down. She explained our situation and he graciously took her to where he thought we were parked since we had arrived that morning. And just where he thought we were parked, (not anywhere near where we were searching) our trailers sitting all alone in this parking lot (everyone had already loaded up and left). Pat came back with the golf cart and she then got us back to our trailers, without running out of gas. Thank God because I know I would never hear the end of it!!!!

Our final trip of the spring season was down to Ferrum, Virginia for the Lincoln-Zephyr/Lincoln

Owners Club Eastern National Meet. This meet was held on the grounds of Ferrum College smack dab in the middle of the Blue Ridge Mountains.



Dick and Hank's cars at the Lincoln meet

The two clubs actually rented out the entire Dwyer Hall Dorm Rooms. Yes, dorm rooms. Each room had 2 single beds with one set of linens and two towels each per person. Toilet paper was not included and there was no TV's except one in the Common Area on the 2nd floor of the dorm. This was Pat's first trip to a car show that was held at a college and staying in dorm rooms. Dick was joined this trip by his grandson Brandon Fenning who was the travel navigator. There was a serious accident on Interstate 81 that closed the road going south so people could be life-flighted to the hospital. Brandon and his quick thinking got us on a side road that ran parallel to 81 and we had a nice 12 mile detour on beautiful country roads. That saved us a great deal of time getting to our destination. We toured a fellow club member's farm located a few miles from the college. We had a wonderful dinner in the President's Room of the college. That evening Pat and I retired to our dorm room where Pat tried to make her bed with the flat sheets (no fitted). After seeing how she struggled moving the bed and the mattress so the flat sheet would tuck under the mattress, I told her I would just put the flat sheet over the mattress on my bed and be done with it. All well and good until around 2:30am in the morning when I woke up unable to move because I was encased in the two flat sheets. Pat said that I looked like a burrito all wrapped up when I tried to get up out of bed to unwrap myself. Needless to say Pat was hysterically crying with laughter as I danced my way out of my burrito sheets. Lesson learned!!

On Friday morning, Pat and I had planned to visit Black Dog Salvage in Roanoke, VA. Pat faithfully watches the show on the DIY network. The show is about reclaiming, renewing and redefining architectural salvage. They salvage items (such as lighting fixtures, bathroom accessories, doors, windows, old factory equipment to name a few) from old buildings before they are demolished. They then either resell it as is, or design it into unusual bookcases, coffee tables and other things as their imagination dictates.



Outside of building—often seen in filming of program



Pat with their mascot, Sally

But before we even had breakfast that morning, a fellow club member told us the tire on the truck was almost flat. Luckily there was a tire repair place 3 miles from the college. It seems the valve stem was severed. The tire guy and his 13 year old son took care of us right away and repaired the tire all at a cost of \$10!!! Yes \$10!!! That is southern hospitality at its best!! After this small detour we were on our way to Black Dog Salvage. Pat and I

enjoyed our tour through their warehouse, workshop and showroom. Pat was excited to get a mug, hat, tee-shirt, stuffed animal of Black Dawg Salvage's Sally and a sweatshirt. However the highlight of the trip for Pat was she had her picture taken with "Sally", the mascot of the show. (Sally is co-owner Mike Whitehead's dog) She greets every visitor/fan who comes to look around, and hopefully buy something, at the store. After this we had a leisurely lunch with the club members at the Hotel Roanoke. Pat and I then took a 25 mile drive on the Blue Ridge Mountains which was breathtaking.



Blue Ridge Mountain scenery—how beautiful!

Back at the college we had a nice BBQ dinner and attended a concert called "Mountains of Music" which was held at the College's theatre. The weather on the day of the show was beautiful, although a hot 102 degrees. All the show attendees sat under this huge tree most of the day. Dick received Best of Show and I won a First Senior. We were both happy campers. Our trip home was a little longer than expected as Dick had two flat tires with the same tire on his trailer. Dick's grandson remarked that we are like a NASCAR pit crew. He went into the bathroom at the McDonald's we were at and when he came out the tire was changed. He was amazed we moved so fast. Thankfully we got home safe and sound.

COLLECTOR CAR TRANSPORTATION

"Now, for the rest of the story!" In the previous newsletter, I talked about the check list, anchors and straps in a session by Mark Lizewskie, Executive Director of the AACA Museum. Mark continued his session talking about ratcheting tips. He warned all about not binding the ratchet with excess material.

The straps should be pulled tight before ratcheting so the tails don't get bound up in the ratchet.

The favorite argument about crossing or not crossing the back straps was discussed. Mark felt it was a matter of preference, BUT in Maryland, state law requires that the back straps be crossed and suggested that everyone should check with their state (he was talking to people from many different states) for their requirements. Sometimes that is might be better to cross the back straps is when the road is going to be real bumpy or if the car is going to be sitting near the edge of the trailer. Be sure to check for interference with body work or fuel tanks when securing the car and to snug all straps evenly. A good rule of thumb is to double check for the tightness of the straps after a short drive as things shift and loosen.

Other tips that Mark noted in his lecture were to be sure to check fluid levels, especially coolant protection when using a carrier. Batteries should be disconnected as well as the fuel supply, if possible. If you put on the parking brake, do not do it until the car is strapped down. He also suggested putting the transmission in gear, except on heavy cars.

If you are winching your car into a trailer, you may not be able to set the brake or put it in gear, as there may not be enough clearance on the side to get into the car to do so. Also make sure doors, hood panels, and trunks are properly latched, even if you have to use a bungee cord to keep it from opening up. Also make sure any mascots, lamps and other accessories are either secure or removed. Wrap them in bubble wrap or foam if necessary, to keep them safe.

When the wheels of a vehicle are spindly or fragile, use cribbing blocks to keep the wheels off the trailer and make sure the vehicle is securely strapped down. Some vehicles may even require a special platform for transport so that they are not damaged.

Some pointers about the interior of the trailers were also shared. The addition of low interior lights, especially on the right side, is very handy when loading. A large piece of cardboard on the floor comes in handy as a creeper or to contain any oil or other fluids that may drip. Convex mirrors near the wheel wells also aid in loading your vehicles. It is a good idea to pad the wheel wells because if you accidentally hit one, the wheel will slide off the wheel well and not injure or mar the tires. It is not necessary to cover a car in a trailer, unless the trailer leaks or in the case of multilevel cars so that the

lower car will not get damaged from leaking fluids from the upper car.

Whenever you stop, or reach your destination, be sure to open the doors of the trailer to make sure things are OK inside and do a walk around the trailer to check for flat tires, chains that are dragging or and missing wheel lugs.

Tips listed for unloading a vehicle were:

- Make sure the brake is on (if possible) before releasing straps
- Make sure trailer and antique car wheel chocks are in place before removing straps (you may not always be parked on a flat area)
- Make sure your brakes work (best to do this before loading car!)
- Keep the trailer attached to tow vehicle when on or off loading and make sure the tail of the trailer is stabilized so you don't take the weight off the tow vehicle
- Check the trailer floor to make sure there are no extra pieces such as sockets (from where you had worked on the car) or screws, etc.

Remember, you can never be too experienced to make mistakes. You should have no distractions when loading or unloading a vehicle. Be sure to take your time, don't rush—that is when mistakes are made and you may have an incident with your car.

Mark ended the session by opening it up to the audience for questions. One of the first questions was "Where should you put the car in the trailer?" The answer was that it varies by the car and weight of the car. It is best to take several test drives to see how the trailer handles. A good rule of thumb is "10% on the tongue".

Other questions had to do with tires. Mark stressed to look inside the tread for tread separation, especially if you have had to make several tight turns. The tire pressure depends upon the tire and weight of trailer with car inside. Read the side wall to make sure it has the proper rating for the trailer. The best (and US made) tires are E grade Michelin. Never use a regular car tire on a trailer—you are only asking for problems.

To conclude the session, Mark told of horror carrier stories, including one about someone who was using a cheaper carrier and the driver had unloaded the customer's car and used it to go to the restaurant for dinner. He also related a story of

having parts stolen from vehicles when using an open trailer to transport the cars.

VICE-PRESIDENT'S MESSAGE

-By Hank Antonioli

Hello to All,

Here we are.....getting ready once again for our car show. Boy the year sure flies by real fast. All the newly painted and stenciled car show road signs are out and look great. Great job done by the Signage Committee. We had our last club meeting and assignment sheet was passed around and we are as ready as we will ever be for Sunday July 10th. Paul and Ernie have their catering crew at the ready as we break in the Club's new grill for this show. I must admit that it seems to get a little easier with each passing year. Hopefully all our family of volunteers will come again to assist us on Sunday.

The last AACA show of the year we will be attending will be Hershey in October.

My message is little shorter as I wanted to write about the three fabulous shows we attended this spring.

See you at the car show.

“BOTT'S' DOTS”

Did you ever wonder who invented those raised dots in the middle of the road? Dr. Elbert Dysart Botts (1883-1962), an engineer with the California Department of Transportation is credited with overseeing the research that led to the development of the markers now known as Botts' Dots 1953. He devised a ceramic and non-reflective white raised dot to define the lanes of a new freeway in West Sacramento, CA. A surprise was a warning “thump, thump” when the tires struck the markers.

Botts' dots are most commonly white, but may be yellow when used to substitute for the yellow lines that divide opposing directions of traffic in North America. On some roads, lanes are marked only with a mix of Botts dots and conventional reflective markers, eliminating the need to repaint lane dividers lines. They are rarely used in regions with substantial snowfall, because snow plows damage or dislodge them.

There are an estimated 20 million Botts' dots in place today on California freeways and highways. They were mandated in 1966 to be on all state

highways in California in non-snowfall areas. (Botts died in 1962 and never lived to see the success of his research. His work was shelved and largely forgotten until after his death.)

The original dots were constructed with sharp spikes to keep them in place, but endless tire strikes dislodged them and created road hazards. Eventually a type of epoxy glue was used to keep them in place. The glue worked, but they lost their brightness when smeared with a constant dose of tire rubber. In 1986 an impact resistant coating was formulated.

Snow, sand, rain and endless tire scuffing changed the shape of the “dots” and resulted in tightly sealed and rectangular shape and beveled outer coating. To avoid the snow plow blades, the new ones are recessed into pavement pockets.

The United States uses a uniform color code. White defines the lanes and right pavement edge. Yellow or orange markers separate traffic moving in opposite directions, or the left pavement edge on one-way roads. Blue markers identify fire hydrants, while green indicates an entry point for emergency vehicle in gate communities.



It is estimated that the “Botts' Dots” cost \$3.50 each to install and must be replaced every five years or so in California. They are experimenting with a new striping that actually melts into the road surface. Hopefully this will be economical enough for other states to utilize, especially since the reflective materials have been taken out the painted lines.

Another reflective idea comes from Finland. Every year, about 4,000 reindeer lose their lives on Finnish roads in car accidents. The Finnish Reindeer Herders Association is testing a new way to make large mammals more visible to drivers: reflective paint sprayed on their antlers. Currently it is being tested on their fur, but may be more effective on the antlers as they are seen from every angle. (Ed note: I sure would like that around here.

I estimate that I have hit at least ten deer in my travels to and from work over the last 40 years!)

EDITOR'S CORNER

By Sandra Flynn

We were sorry we were unable to get to Vineland or Williamsport, but after the bad weather experienced in NJ, I'm glad that it didn't work out for us. Congratulations to Dick, Hank and Al on their awards in NJ, and to Dick and Hank for their awards in Williamsport and Ferrum, VA.

Hank and Pat have filed up this whole newsletter with their travels so far this year. I am jealous about their trip to Virginia and their stop at Black Dog Salvage, as Art and I watch the show frequently. Thank you for all the pictures that I was able to print and share with our members.

Thank you to Al and Nancy for their description of their travels, also. I received their article a couple days after the last newsletter was put in the mail, but thank goodness for the computer, because I just "saved" it until this time.

I am always looking for articles on places you have gone with your car—along with pictures. I love to read about the travels members have experienced.

BRIEF MINUTES MAY 11 MEETING

- Recorded by Pat Kopp

The regular meeting of the Wayne-Pike AACA was called to order at 7:30 pm by President Art Flynn.

The minutes of the previous meeting were read. A motion was made by Lou Filosa and seconded by Ernie Iannaccone. The motion passed.

The treasurer's report was given by Dick Covey. A motion was made by Lou Filosa and seconded by Hank Antonioli to accept the report. The motion was accepted.

Membership: There are 22 paid members.

Car Show Report: The yellow road signs have been repainted. The food committee has been working on determining the amount of food to purchase. They have soda, and are pricing options for water. The trophies and dash plaques have been ordered. Members are advised to take more posters and fliers.

Old Business: Ernie attended the Western Wayne show and presented a trophy.

New Business: The AACA Museum will have several events this summer, many of which are Model T related.

Dick will call The Hideout regarding a date for our club picnic.

A motion to adjourn the meeting was made by Lou Filosa and seconded by Paul Schiavo. The meeting was adjourned at 8:10 pm.

BRIEF MINUTES JUNE 8 MEETING

- Recorded by Pat Kopp

The regular meeting of the Wayne-Pike AACA was called to order at 7:15 pm by President Art Flynn.

The minutes of the May 2016 meeting were read. A motion to approve the minutes was made by Lou Filosa and seconded by Paul Schiavo. The motion was approved.

Treasurer's Report: The treasurer's report was presented by Dick Covey. A motion was made by Lou Filosa and seconded by Paul Schiavo to accept the report.. The motion passed.

Membership Report: There are 22 paid members

Correspondence: Hank reported that he saw a member from the Norwich Museum at the Grand National car show. The museum has new exhibits and we received an invitation to come up. Hank says this would make a good car run for the club. Art asked for volunteers for hand out our flyers at the Nag Aug and Equinunk car shows.

Car Show Report: Ernie Iannaccone showed us the road signs he had made for the show with the assistance of the Western Wayne High School. The school did the silk screening for the signs and they would not accept any monies for the silk screening costs. Assignment sheet for the day of the show was passed around. Food pricing was discussed and settled. Ernie and Paul will pick up Dunkin Donut's Box of Joe's and Pat will get 2 dozen bagels from Camp Umps for Saturday morning set up and rolls for members and the public for breakfast on Sunday morning. Dick would get ice from Kundala's. Art passed around the 2016 Show Book Joe Verrastro has done. It was agreed to meet at the Masonic Lodge on Saturday at 8am for setup

Old Business: The club picnic will be August 14.

A motion to adjourn the meeting was made by Paul Schiavo and seconded by Lou Filosa. The meeting was adjourned at 7:52 pm.



BIRTHDAY LIST



JULY

Mandy Koenig 7/4
 Jay Kassakian 7/7
 Shirley Verrastro 7/25
 Randy Koenig 7/28
 Joe Verrastro 7/31



AUGUST

Frank Jezorwski 8/1
 Charlie McKenna 8/14
 John Sellen 8/27

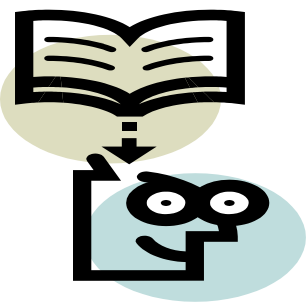
CAR LOGO QUIZ

Write the name of the make of car on the correct car logo.

Choices are: Opel, Honda, Mercury, Maserati, Volkswagen, Infiniti, Suzuki, Bentley, BMW, Ferrari, Subaru, Mitsubishi, Mercedes Benz, Toyota, Chrysler, Chevrolet, Jaguar, Citroen, Daewood, Fiat, Porsche, Acura, Saturn, Dodge Ram, Audi, Mazda, Lamborghini, Nissan, Buick, Seat, Holden, Volvo, Peugeot, Alfa Romeo, Lexus, Renault, Pontiac, Hyundai, Saab, Cadillac, Aston Martin, and Vauxhall.

Answers on Coming Events Page

CLUB PICNIC -- AUGUST 14



COMING \$ EVENTS

2016

- July 3 Anthracite Region AACA Annual Car Show, Tri-County Little League Baseball Field, McAdoo, PA (Exit 138 off I-81)
- July 10 Our Car Show, Salem Mason Grounds, Hamlin, PA
- July 17-21 Founders Tour 2016, Huntingdon, PA
- Aug 7 Cranker's Open House –See enclosed flier. Be sure to invite all your friends. The club is host for the Open House. Refreshments will be available for purchase.
- Sept 11-16 2016 Revival AAA Glidden Tour
- Sept 14 Monthly Meeting at Elegante's Restaurant
- Oct 12 Monthly Meeting at Elegante's Restaurant
- Nov 9 Monthly Meeting at Elegante's Restaurant
- Dec 10 Holiday Party—more information to come



Answers to Car Logo Quiz:

- Top row left to right: Infiniti, Mercedes Benz, Mitsubishi, Buick, Toyota, Mazda, Jaguar
2nd Row: Dodge Ram, Chevrolet, Cadillac, Audi, Volvo, Opel, Honda
3rd Row: Porsche, Volkswagen, Renault, Subaru, Pontiac, Hyundai, Lamborghini
4th Row: Acura, Peugeot, Lexus, Maserati, Mercury, BMW, Saab
5th Row: Suzuki, Fiat, Vauxhall, Citroen, Chrysler, Ferrari, Nissan
6th Row: Saturn, Bentley, Daewoo, Alfa Romeo, Holden, Aston Martin, Seat

CLUB PICNIC -- AUGUST 14