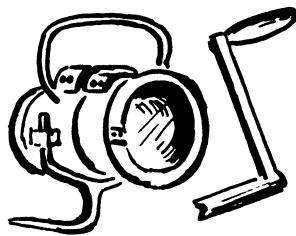


"Tin n Brass"



NOVEMBER 2020

RETURN SERVICE REQUESTED

FROM:
Michael Horning
4230 Dornery Park Rd. Apt. 1018
Allentown, PA 18104

"TIN 'N BRASS"

AACA ONTELAUNEE REGION FOUNDED 1965

VOLUME FIFTY FIVE ISSUE NO. ELEVEN NOVEMBER 2020

Ontelaunee Region AACA holds monthly meetings on the first Saturday of each month, January through May and September through November, at 7:00 p.m.

Meetings are held on ZOOM (Contact Bob Hobaugh)

PRESIDENT

Robert Hobaugh
710 E Walnut St.
Kutztown, PA 19530
610-683-3591
rhobaugh@hometownu.com

1st VICE PRESIDENT

Barbara Oswald
2095 Greenawald Ave
Allentown, PA 18104
610-820-7191
alsblue37@ptd.net

2nd VICE PRESIDENT

Marilyn Roth
428 Adams Rd.
Breinigsville, PA 18031
610-395-3083
margiggles@ptd.net

SECRETARY

Susan Manwiller
20 Timothy Dr.
Fleetwood, PA 19522
610-944-8619
Smanwi1321@aol.com

TREASURER

Lester Manwiller
20 Timothy Dr.
Fleetwood, PA
610-944-8619
lhedgehog1@aol.com

BOARD OF DIRECTORS

Ken Dages
Tim Hinkle
Don Baer

Suzy McGovern - chairperson
Mike Wolfe

Mike Horning - Tin 'N Brass Editor
4230 Dorney Park Rd. Apt. 1018
Allentown, PA 18104
610-755-7445
micycle@ptd.net

Phyllis J. Peters - Membership
5265 Elgen Dr.
Emmaus, PA 18049
610-965-9236
phyllispeters@hotmail.com

COMMITTEE CHAIRPERSONS

Budget - Lester Manwiller
Hamburg Flea Market - Lester Manwiller
Publicity - Don Baer

Registration - Susan Manwiller
Das Awscht Fescht - Matt Manwiller
Activities - Suzy McGovern

SMOKE SIGNALS

November

7	AACA Special Fall Nationals	Gettysburg, PA
8	Apple Jack & Cider Tour	
14	Ontelaunee Board Meeting	ZOOM

December

6	Budget and Reorganization Meeting	Krumsville, PA
13	Ontelaunee Christmas Party	

PRESIDENT'S MESSAGE

What a terrific time for your Ontelaunee Club! In October, we participated in a show and parade for the Camel Project, an anti-bullying program for students in Berks County. Thanks to Cheri and Mike Dotterer for helping us build good will in the community! Next, Florita and I want to thank you for enjoying the President's Banquet on October 11th. We did not know that many of you are dancers. On October 18th, we had a wonderful time in Pottsville at Jerry's Classic Cars & Collectibles Museum. Thanks to Neil and Audrey Merkel for leading us there.

We also met by Zoom on October 17, 2020 and announced openings on our Board for the November election and scholarship opportunities for selection in November. We will have a Board meeting on Saturday, November 14th at 6:00 pm and a members' meeting at 7:00 pm. That is one week after usual because many of us will be in Gettysburg at the Special Fall Nationals on November 7th. You can join by telephone or computer. A link and numbers will be available online or you can call me. We might be in hybrid meetings depending on WiFi. More to follow.

On November 7, 2020, AACA will sponsor the Special Fall Nationals in Gettysburg. New members, Wilson Black and Bill Weber, will apprentice judge there. Learn more about AACA shows and tours at http://www.aaca.org/Meets/aaca_calendar.html. On November 8, 2020, Ken and Elsa Dages will lead us to Red Mill Village in Clinton, New Jersey for our annual Apple Jack & Cider Tour. Please see the registration form which again appears this month in our *Tin 'N Brass*. You can learn more about Red Mill Village at <https://theredmill.org/>. Our tours help engage us as members of a great Club and provide an opportunity to invite prospective members to enjoy our fellowship. Please think about prospective members you might invite on a tour!

In this edition of *Tin 'N Brass*, please enjoy articles about Cliff and Diane Maurer's 1954 MGTF known as "Maggie" and Ray Huber's 1971 Chrysler New Yorker, formerly a member of "The Boat Club." These vehicles represent two ends of the size and weight spectrum, and each has a special story. Consider drafting an article about one of your cars for our *Tin 'N Brass*.

Please celebrate our Club! We have fun and you can see our smiling faces and our cars in the Ontelaunee photo gallery at <http://ontelaunee.aaca.com/photo-gallery/>. Talk to our members and grow our fellowship! Visit our website for current

information as it is posted at <http://ontelaunee.aaca.com>. Registration for the 2021 Hamburg Swap meet and Das Awkscht Fescht appears there.

Gratefully yours, Bob

BUSINESS MEETING MINUTES OCTOBER 2020 (Zoom Meeting)

President Robert Hobaugh welcomed Ontelaunee Region AACA members to a business meeting by Zoom on Oct. 17, 2020 at 7:00 p.m. We recited the pledge of allegiance to the American flag.

Susan Manwiller gave the Secretary's report from the business meeting held on Sept. 5, 2020 by Zoom. There was one correction; the total membership for September should have been 189 not 199. After the correction a motion to approve the Secretary's report from September was made by Cheri Dotterer and seconded by Mike Horning. The motion carried unanimously.

Lester Manwiller gave the Treasurer's report for September 2020. A motion to accept the Treasurer's report was made by Suzy McGovern and seconded by Minnie Breininger. The motion carried unanimously.

COMMITTEE REPORTS

Membership: Phyllis Peters reported 189 members as of tonight. She has four potential members for 2021, Elise Mitten & Carl Hein and Gary Rohrbach & Dee Eng. She has one free National membership available. She will ask National for four more. Phyllis has starting taking membership dues. Dues are \$10 for an individual and \$15 for a couple. She hopes to have a new roster available in early 2021. Please see to it that Phyllis has updated information including a cell phone number if you dropped your land line. Don Baer had been home from the hospital but fell again and is back in the hospital with a hip fracture. Joanne Ebert's daughter passed away. Cards have been sent from the club to each of them. Don Baer's birthday is October 26 and Bob suggested doing a card shower for him.

Activities: Suzy McGovern reported the Fall Foliage tour and the Applejack and Cider tour are taken care of for this year. She is waiting to make sign-up sheets for next year. Bob thanked Lester Manwiller and Suzy McGovern for doing raffle tickets on the tours. Phyllis inquired why some tours are free and others aren't. There was a charge for the Applejack and Cider tour presumably so people would attend and not back out. The money will be returned on the day of the tour.

Das Awkscht Fescht: The AACA Museum is sponsoring the feature car at DAF for 2021 and the contact should be signed shortly. The registration form for 2021 has been designed and Michael Dotterer has put it on the Ontelaunee website. It can also be accessed at awkscht.com.

Publicity: Several officers received an email appearing to be from our president asking that an invoice be paid. Bob apologized for the emails. Apparently, the emails were gotten from the newsletter off the website.

Tours:

Fall Foliage Tour - Oct. 18, 2020. Tourmasters are Neil and Audrey Merkel. We will leave the church in Krumsville at 10:15, eat lunch at Leiby's at 11:30 and tour Jerry's Classic Car Museum in Pottsville at 1:15. The club is taking care of the entry fee.

Applejack & Cider Tour - Nov. 8, 2020. Tourmasters Ken and Elsa Dages have a tour planned to Red Mill Village in Clinton, NJ. It will be a very long scenic tour through three cities and members should take a reliable car and have a navigator. Susan Manwiller will bring the donuts. Members will receive their money back for the tour.

Newsletter: Mike Horning said the November newsletter might be a little late because the business meeting is later than usual. The deadline for the December newsletter is November 15.

Website: Michael Dotterer reported 480 views for the week and 1614 for the month. Photos are on the website from the banquet and tours and can be viewed at ontelaunee.aaca.com. Bob asked about having a members' only website and get rid of officers' emails. The public could submit to blank fields. Michael said he would need a certificate for a secure website and AACA's hosting company doesn't allow him to add a certificate. It was discussed that if we design our own website and change the URL that we could then get a certificate of security. Michael would host the website at no extra charge. Bob suggested talking to AACA. Cheri Dotterer said the club might consider an email service which could be free.

Officers and Directors Election: 2021 Officers

President: Marilyn Roth

1st Vice President: Ken Dages

2nd Vice President: Barry Seel

Bob is looking for suggestions for the board of directors. Election of officers will be held at the November business meeting.

Scholarships: Bob has received two applications so far. Scholarships will be discussed at the November board meeting.

Christmas Party: Bob reported for Marilyn who doesn't think it is a good idea to have an indoor dinner. NOVA will not serve a family style meal but they would serve us individually from the counter. There would be no Santa's lap or gifts for the kids. We will have to think outside the box. Please share any ideas with Marilyn.

Old Business:

Camel Project: Cheri Dotterer said 26 cars participated and \$300 was collected. This past Thursday 205 backpacks with school supplies were delivered to the Reading School District. The Dotterers' thanked the club for participating and want to make it bigger next year. Bob thanked Cheri and Michael for organizing the event.

Directory: Phyllis will get the new directory out as early as possible and will be getting extras.

President's Banquet: Bob thanked everyone for coming out. It wasn't tradition but it was fun.

New Business:

Members' Meetings: Marilyn asked Bob to find out what the members thought about having a meeting at St. John's UCC in Fogelsville because they have Wi-Fi that works. By consensus no one wanted an in person meeting yet.

Group E-Mail List: Bob thanked Minnie Breininger and Phyllis Peters for their contributions in getting together an email list that he will give to Marilyn in December.

Hershey AACA Fall National: The AACA National Fall Meet had been rescheduled to November 6 & 7 and will be held in Gettysburg PA.

Host an AACA National Show: Bob said we should think about doing a National event.

Zoom Business Meetings: Ontelaunee Board meeting November 14 at 6:15 p.m. with regular business meeting at 7:00 p.m.

A motion to adjourn the meeting at 8:02 p.m. was made by Mike Horning and seconded by Suzy McGovern. The motion carried unanimously.

Respectfully submitted, Susan Manwiller, Secretary

**APPLEJACK AND CIDER TOUR
SUNDAY, NOVEMBER 8, 2020**

BRING MASKS, LUNCH, PAPER PRODUCTS AND CHAIRS

WE WILL MEET AT 9:30AM---LEAVE AT 10:00AM

NOTE: WE WILL NOT BE ABLE TO FOLLOW DUE TO AMOUNT OF TRAFFIC WE WILL ENCOUNTER. YOU MUST HAVE A NAVIGATOR FOR THIS TOUR

**MEET AT WEGMANS'S PARKING LOT OFF OF THE SPRINGHOUSE ROAD ENTRANCE OF TILGHMAN STREET
(TAKE TILGHMAN STREET TO LIGHT AT SPRINGHOUSE AND TURN TOWARD WEGMANS. AT FIRST DRIVE ON RIGHT, TURN AND RIGHT AGAIN TO GET TO PARKING LOT WHERE WE WILL MEET)**

WE WILL BE TRAVELING APPROX. 1-1/2 TO 2 HOURS TO RED MILL VILLAGE IN CLINTON, NEW JERSEY. WE WILL BE GOING THROUGH ALLEN TOWN, BETHLEHEM AND EASTON ON LESSER TRAVELED CITY STREETS, GOING THROUGH PHILLIPSBURG AND THEN TO CLINTON.

THERE WILL BE PLENTY OF PLACES TO GET GAS AND USE REST ROOMS.

COST PER PERSON-\$10.00

QUESTIONS? CALL KEN OR ELSA DAGES AT 215-290-6730 BEFORE 9pm DAILY
(RESERVATIONS MUST BE RECEIVED NO LATER THAN NOV. 1)

CUT HERE AND MAIL THIS FORM AND CHECK TO:
KENNETH DAGES, PO BOX 424, SOUDERTON, PA 18964

YOUR NAME_____

NAME OF PASSENGERS_____

AMOUNT ENCLOSED: _____
(MAKE CHECK PAYABLE TO ONTELAUNEE REGION-AACA)

INTRODUCING MAGGIE

By Cliff Maurer

Maggie is a 1954 MG TF. She represents an era in the American car culture that only we "more mature" people remember. Before World War II several British car companies used racing as a promotion to sell cars. They developed little roadsters that were nimble and fast. Some of these little cars had tiny engines, 850 cc for example. During the war, G.I.s in England saw these little roadsters running around and some brought them home. They began racing them at places like Watkins Glen, NY. MG started exporting them to the US. These were not new designs, rather they were slightly



Maggie in front of a "Tuscan Villa"

improved designs from their prewar cars. Before the war, MG was building the model TA, with the TB being introduced in the summer of 1939, the year England declared war on Germany. Small improvements after the war gave us the TC. None of these were made in left hand drive and they were sold in the US from 1946 until 1949 when the model TD was built. It was available in left hand drive, but no roll up windows in the doors, minimal accoutrements in the cockpit (side curtains on the doors, no heater, no gas gauge, etc.).

The TD sold well and most of us recognize all pre 1956 MGs as a “TD”. By 1953, other English sports cars with more modern designs were being introduced. Bigger engines, higher max speeds, more comfort, light weather-tight bodies with heaters and all metal bodies. Yes, all metal. The MG T series has a body with a wooden frame just like a Ford Model T! The MG TF may have been the last production car sold in America with a carriage-built body or wooden-framed body.

So, by 1953 sales started to slump. The MG car company was not able to bring out a new competitive model until 1956, the MGA. In one of the greatest stories of car design much like Lee Iococca's taking a Ford Falcon and rebodying it into the iconic Mustang, in one weekend six workers took an MG TD and reshaped it into what is an MG TF. The public saw it as it was and were not impressed. Sales slumped further so another attempt at improvement was a bigger engine. All TFs have a 1250 cc engine except the last 3400 TFs which have a 1500 cc engine. Production stopped in April of 1955.

Sixty years latter the TF is recognized as a better-looking T than the TD. They get a lot of remarks from people at car shows about “gorgeous” or “love the lines.” I think they are looking at it as an art deco piece from the 1930s. But marketing a 1930s design against an Austin-Healey 3000 capable of 120 MPH (Maggie can get to 55 but she is screaming!) in 1954 was like selling flip phones against an iPhone 10!

Our Maggie was exported in 1954 to an MG dealership in San Diego and was purchased by the dealer's son. The car was originally black, but he painted the color it is now, Autumn Red. In 1973, a young dentist in the Navy purchased the car and took it everywhere: California, Bethesda MD, Norfolk VA, back to California and then on to Hawaii. Here he rebuilt it in 1979 and gave it the paint that it has now. Back to San Diego and then to storage in Arizona for two years while the dentist was stationed in Japan. Back to Bethesda and then to Charleston SC. By now the dentist



When the snowblower breaks down you improvise!!



*Santa's sleigh broke down
so Maggie took over for Rudolph!*

was married with two children and there was no room or time for Maggie. When have you heard that story before! He told me he took the car to an auction in North Carolina and drove home with his check not meeting the people who purchased it. I have found out it was a billionaire family based in Chicago that had a car collection in Virginia. In 2004, it was purchased by a retired federal employee who lives in Fleetwood. In 2017, I saw it for sale. Owning a T was on my bucket list, so I did it. The largest impulse purchase I will ever make. It helped that Diane, my wife, is slightly car crazy and didn't threaten divorce!

Maggie is one of the last 3400 MG TFs made. She is an MG TF 1500. She is beautiful. Young kids give me a thumbs up and then ask, "What is it?" At a car show a little septuagenarian lady came up to me and quietly said, "That looks like sex with wheels!!" And that's the appeal. It's not fast. It's not necessarily comfortable to drive. You need to plan to stop.

Don't get caught in the rain for you will get wet. Every time you stop you create an oil spill. There is no insulation between you and the engine so it is hot under the dash. The gears are somewhat synchronized and it constantly needs attention and adjustment. But it is beautiful and fun to drive.

1971 CHRYSLER NEW YORKER

By Ray Huber as told to Bob Hobaugh

I purchased my 1971 Chrysler New Yorker 4-door hardtop sedan in September of 2001 from a friend in the East Central PA Two-Cylinder Club, Inc. in Macungie,



Pennsylvania. It had 57,000 miles on it then and now, 19 years later, it just turned 60,000 miles. It is still in original factory condition. Its champagne gold paint and black vinyl roof still look great.

The 1971 Chrysler New Yorker was available as

a sedan, hardtop coupe, or a 4-door hardtop sedan and had updated styling changes that paralleled those found on other 1971 Chryslers. All 1971 Chrysler vehicles had unibody designs, with a subframe to support the engine, transmission, steering and front suspension. This setup was isolated from the body by thick rubber cushions which helped stop vibrations. The unibody design also allowed more interior foot room for rear occupants, better rigidity, and better structural efficiency with lower weight. The smooth ride is what I like best about my car.

The New Yorker has Cairo cloth and vinyl upholstery. Mine has black vinyl trim. It has full carpeting including in the trunk. Stock amenities include electric clock, light group, left-hand, remote-control mirror, cigarette lighters, rear fender skirts, front fender peak strips, paint accent stripes, and wide lower side body moldings. Other features include hood insulation, three-speed windshield wipers, undercoating, and wheelhouse opening moldings. Power comes from a 440 cubic-inch V8 engine rated at 335 horsepower with its 4-barrel carburetor.

The Chrysler New Yorker has faced amazing success in the four decades it has remained in the auto industry. Introduced originally as the New Yorker Special in 1938, the name was eventually simplified to just the "New Yorker." America's longest continuously used nameplate, the New Yorker has kept this title for 58 years. A brief review of Chrysler's engineering advancements will show that my New Yorker has some of the best features Chrysler offered and could be the last best example of its name.

The first-generation New Yorker Special model was initially introduced as a distinct sub-series of the 1938 Chrysler Imperial. Due to its soaring popularity, the New Yorker became its own series for 1939 based on the same platform as the Chrysler Imperial, along the new Chrysler Saratoga. New for 1941 was the "Vacamatic" semi-automatic transmission and in 1950, "Prestomatic" transmission debuted. For the 1951 year, Chrysler unveiled the 180 hp FirePower Hemi engine which became a very popular choice for racers and hot rod fans. The New Yorker also featured Fluid Torque Drive, true torque converter instead of Fluid Drive. All 1954 New Yorkers were available with the new two speed Powerflite automatic transmission while the Fluid Torque Drive and Fluid Matic were dropped. This year was also the final year for the long wheelbase sedan offered by Chrysler.

Following the war, Chryslers continued to be available with Fluid Drive, and the New Yorker was now available with true four-speed semi-automatic transmission. For 1949 the second generation of the New Yorker, or Second Series; was debuted using Chryslers new postwar body (also shared with Dodge and DeSoto) with pontoon, three-box styling. The engine remained the 323.5-cid straight eight joined to Fluid Drive and the Prestomatic four-speed semi-automatic. The body styles of the New Yorker were reduced to club coupe, convertible and 4-door sedan. The wheelbase was increased to 131.5 inches from the 127.5-inch frame introduced in 1941. The 1956 model year was dubbed "PowerStyle" by Chrysler as the model year design it was heavily influenced by the design works of Virgil Exner.

For 1960, the New Yorker had uni-body construction, Ram Induction and the

new RB wedge engine with an output of 350 hp. The fourth generation of the Chrysler New Yorker was debuted in 1962 and it was introduced without the Chrysler fins that had made the car so unique in the past. The fifth generation of the Chrysler New Yorker was redesigned in 1965 by Elwood Engel with styling cues from his 1961 Lincoln Continental. Thus began the “Fuselage Styling” that appears in my New Yorker. In 1966 the New Yorker adopted the new 440-cid V8 engine. The 1971 New Yorker is the last great example because in 1972 engine power was dropped to meet stricter emissions standards and rising gas prices. The sixth through 11th generations became smaller, less prestigious cars. The name “New Yorker” was retired in 1996.

My only repairs, other than new tires, have been a new starter and steering link. I do not show the car competitively but have displayed it at Becky's Flea Market and the Slatington Strawberry Festival. Ask me about restoration and competitive showing of my antique tractors. That's for another article! Being a Navy man, my ships and cars are women, including this New Yorker. You might say that my New Yorker is a boat. My late friend, John Trumbauer, had a 1966 Cadillac convertible and together we had “The Boat Club.” Presently, I proudly drive the New Yorker in tours of the Ontelaunee Region AACA. Included with this article is a picture of my New Yorker.

NOVEMBER BIRTHDAY & ANNIVERSARIES

Carol Halpin	11/1	Howard & Bonnie Schorr
Nora Danenhower	11/5	
Donna Stever	11/6	
David Anspach	11/10	
Jamie Hopkins	11/10	
David Bausch	11/12	
Daniel Boyer	11/12	
	11/13	James & Phyllis Peters
Lloyd Barnett	11/14	
Kathy Dages	11/14	
Sharon Naugle	11/15	
	11/18	Chris & Malissa Sullivan
Neil Merkel	11/20	Glenn & Nora Danenhower
Barbara Koch	11/21	
William Schaffer	11/23	Terry & Sharon Naugle
Jeffrey Dotterer	11/24	Jeffrey & Cheri Dotterer
	11/26	James & Linda Costa
Timothy Hinkle	11/26	Lloyd & Ruth Barnett
Leroy Hinkle	11/29	

DUES REMINDER

Your dues for 2021 will be the same as for 2020. They are as follows: \$10.00 for single and \$15.00 for joint and \$150.00 for life (only if life in National). You will not be receiving a renewal form in your December newsletter. Please just send your check to me. If you have some changes please just indicate it on a slip of paper (telephone, cell phone number, new address etc.). We will be printing a new Roster for 2021. So it is important that your current information is correct. I will be collecting dues at the Christmas Party.

Your National dues renewal form was in your September/October National Magazine. National Dues are due by December 31, 2020. The loose sheet with your address label has the renewal form. Please save and use to pay your dues. Remember you have to be a member of National to be a member of Ontelaunee Region. Thank You.

Phyllis Peters
Membership Chairman

KEEP ME INFORMED

When someone is in the hospital, or on the sick list I would appreciate if you could notify me.

If someone from the club has passed away I would also greatly appreciate a phone call.

Thank You, Phyllis Peters

