

Aug / 2011

# THE EMPIRE

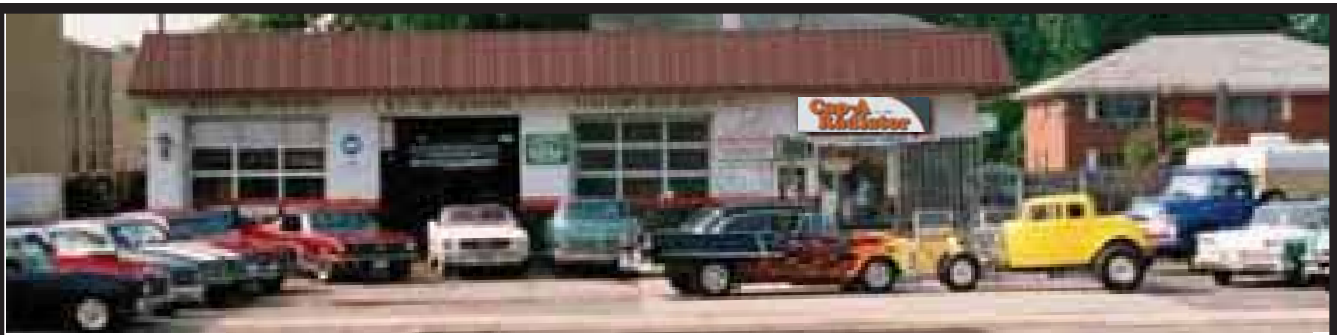
## July 4th Club BBQ



1959 - 1973



NEXT MEETING  
Aug 7th, 2011  
Saville Street Fair &  
Car Show



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## Next Meeting:

See you at the next meeting on

Sun. **August 7th**

location: Saville Street Fair  
& Car Show

Main St., Saville NY 11782

time: **2:00 pm meeting**

Any questions - Call Andy at (631)724-6231



## THE EMPIRE

Is the monthly publication  
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### OUR WEB SITE:

[www.empiregalaxies.galaxieclub.com](http://www.empiregalaxies.galaxieclub.com)

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# PRESIDENTS REPORT

by **Bill Carberry**

## How Cap-A- Radiator Evolved

Cap-A-Radiator in Farmingdale was opened in 1982 by Bill Carberry. Bill had been working at the Oceanside Cap-A-Radiator for a few years when the newest location was put in his hands. Cap-A-Radiator is a specialty automotive repair shop concentrating on radiators, heaters and air conditioning systems for cars and trucks.

While most repair shops will tell their customers that radiators cannot or should not be repaired, repairing radiators is the back-bone of our business. We offer an honest opinion as to whether or not it is cost effective to repair your radiator, even if it is a plastic tank radiator.

Heater core replacement is another part of our specialty. While others will sell you on a potentially costly heater core replacement right off the bat we will try to save you money by flushing a clogged heater core or correcting a control problem. If it does need to be replaced we are familiar with even the most complicated heater core replacements. In fact many local repair shops bring their customers cars to us to have the heater core replaced.

Air conditioning repair and service requires special tools and knowledge. Although the basic refrigeration systems are similar each auto manufacturer has their own unique way of operating the HVAC (Heating, Ventilating & Air Conditioning) system. A simple recharge is usually not the answer to getting you're A/C cold again.

Bill moved his shop into its current location on Route 109 in Farmingdale in January of 1987 and has continued to grow the business and his reputation for quality work on both "regular" cars & trucks and classic vehicles. Already being an old car buff he took special care with any vintage work that came into the shop but had to concentrate on the

day to day late model stuff that paid the rent.

In 2000 while browsing thru a Hemmings Motor News on the way back from Spring Carlisle, Bill noticed that there was no one advertising the special service of recoring heater cores for classic and antique vehicles. This began the newest phase of growing his already successful business. Heater cores from all over the country now arrive via post office or the big brown truck to be recored and put back into like new condition. A national customer base is nice but Bill wanted a bigger piece of the classic car market on Long Island.

In 2007 Cap-A-Radiator became an authorized dealer for Vintage Air Products based in Texas. This company offers complete A/C systems for all types of classic cars & trucks. Bill has also secured a dealership with Griffin Radiator, US Radiator and Flex-A-Lite in order to satisfy the growing demand for good looking and efficient cooling system components.

Combining the traditional services that a radiator shop is known for with his passion for old cars has been his goal for the last few years. He now promotes his specialties of radiators, heater cores and air conditioning to the classic car enthusiasts all over Long Island more than ever. Whatever swap meets and car shows he cannot attend himself, he arranges to have his flyers and brochures distributed in one way or another. Bill wants all classic car owners, whether it be a street rod, stocker, muscle car or 50's cruiser to know that he can help them with any problems they may have in the cooling and heating systems of their pride and joy as well as upgrading systems and components to make their cars of yesterday a pleasure to drive on today's roads



# VICE PRESIDENT'S REPORT

by **Andy Turano**

## Vice President's Report by Andy Turano

After waiting for the summer to bring us car shows we have been treated to nature shows. The rain and bad weather have been a big set back our car viewing pleasure. I did get to see a great show the week of the Fourth of July in Hamlin Pennsylvania. The local Masons put on a show on their grounds. It was quite the event with Model Ts to Corvettes. There were also a few Galaxies and I got to jaw with the owners about their "Gals"

The BBQ at Brian's was a success. There were about 30 people there and Brian and Debbie put out a beautiful spread. The club supplied a lot of the food but members again brought many delicious delicacies to share. The meeting was held prior to coffee with the main topic being the Poker Run. We are looking for more volunteers to help in the running of the event.

Give me a return email if you are able to help in the running of the Poker Run. Lots more on that to come. The Next meeting of the club will be Aug 7 at Sayville Street Fair/Car Show. We will meet at the usual location - The Northeast corner of Lincoln Ave and Merrick Rd. at the East End of town. You can only get into the Show from the East end of town. For those of you who have never been there before, it is a great day for the whole family. They have a large section for arts and crafts as well as food. Most of the stores stay open for your convenience too. The street fair is fun for all as we "gearheads" enjoy the automotive part of the fair. As with many of the big shows, they close the gates after the town is full. We will meet at 8AM to make sure we can get in by 8:15

If you come from the South/East, just take Merrick Rd to the East end of Town

If you come from anywhere North, Take Veterans Highway to Lincoln Ave and go South all the way to Merrick Rd. We will be in the shopping center on the East side of the street at Merrick Rd  
Lincoln Ave is just East of McArthur Airport - Go South  
We hope to see you there.

## REMI

The Club's fiscal year runs from June 30 to July 1. Club Dues is \$20 and it came due on July 1. If you haven't sent your dues in for 2011 please do so by sending a \$20 check made out to Empire Galaxie Car Club and send it to:  
Empire Galaxie Car Club  
566 Fulton Street (Rt. 109)  
Farmingdale NY 11735

## 2011 Meetings and Club Events

January	8
February	13 Council Meeting
"	12 Meeting/ Valentine's Get
together at Andy's	
"	26 Open House at Cap a Rad
March	12 Cap a Rad
"	27 Cruise To Orient
April	Paul's Place P&G Lindenhurst
May	7 Cap a Rad
June	18 Cap a Rad (Tentative)
	or
July	17 Sunday BBQ at Brian's
"	24 Old Time Drags at Raceway Park, Englishtown NJ
August	6 Cap a Rad (Tentative)
	or
"	7 Sayville Street Fair/Car Show
"	21 Poker Run
September	11 Cruise for a Cure (Meeting)
"	17 Cruise at Eisenhower Park
October	2 Wicks Road (Meeting and Lunch)
November	5 Cap a Rad
December	3 Meeting/Christmas Luncheon

The next meeting of The Empire Galaxie Car Club will be: Sunday, August 7, At Sayville Street Fair/Car Show  
Info and Directions to follow-----

# July Minutes

by **Dennis Donovan**

## EMPIRE GALAXIE MINUTES for 07-17-11

The July Meeting and Annual BBQ was held on July 17th, 2011 at the home of Sgt-At-Arm's , Brian Gerken, home. The members and guests in attendance were: Bob Grabowski, Paul Padgur, Paul Cairo, Gene Kennedy, M.J. Mitchell, Gary Williams, Bruce Alberici, Matt Fauvell, Pete Cassola, Vice President Andy Turano, Sgt-At-Arms Brian Gerken President Bill Carberry, Recorder Dennis Donovan. President Carberry gaveled the meeting to order at 5:30pm.

For first order of business, President Carberry announced dues for the current fiscal year are now due. Next Sgt-At-Arms Gerken and Recorder Donovan reported on the presentation to Vetdogs of the Cruise 2011 donation check that occurred on May 24th. Approximately \$4,000 has been donated to the organization, by next year's cruise; the Club should have collected the funds needed to name Little Edsel.

### President

Carberry brought to the attention of the members the efforts of the SEMA-SAN organization and the role they plan in the collector car community. Members were encouraged to join. There is no application fee.

A number of car events were added to the Club's calendar. On July 24th, the Old Time Drags will be held at EnglishtownRaceway Park. The Fastest Galaxie in the Empire will be crowned. For September, on the 7th & 8th will be the 2nd Annual Cruise to Eisenhower Park. On the 11th will be the Cruise for the Cure at Sears of Hicksville.

The Club's First Annual Poker Run will be held as scheduled on August 21st. The next Club meeting will be on August 7th at the Sayerville Car Show.

The President gaveled the meeting closed at 6:35pm.



# Posch Living

by Gary Posch

On Sunday July 10th in conjunction with The Fourth Annual Summer Auto Fest, a show was held at Gould Castle overlooking the Long Island Sound in Port Washington. As with so many other shows this season, it had been re-scheduled because of a rainout the previous week. The location is as scenic as any area show with the possible exception of Morgan Park. Over 200 cars passed the gates, though too many it seemed were not of classic vintage. Nothing against late-model Mustangs, just as long as they are all grouped together. Thankfully, they were among the old-car standouts there were many Chevrolets. O.K., just kidding. But seriously, there was what used to be advertised as the "World's Fastest 4 Cylinder Production Car". This beautiful 1956 Austin Healey 100 has a 2600 c.c. engine putting out 90 h.p. At \$2983.brand new, this was not unreasonable for an exotic that claimed 0-60 in 10.5 seconds with a top speed of 110 m.p.h. The creature comforts in this car are basically non-existent. No windows, no door panels, basically no nuthin'. The body styling is outstanding, though tiny, to say the least. Easy to see why luxury and options conscious Americans never took much of a shine to this make.

Ford, of course, was well represented. A particular standout was a '37 Ford V8 two-door sedan. I love seeing these cars presented as they would have been in the day. This one was, with its black paint and tan mohair interior. The flathead was good for 85 horses and Ford touted these as their first cars structured totally from steel- no wood or fabric. They also introduced the Ford split windshield, with ancient A/C. (the windshields tilted outward).

A ride I found quite appealing was a 1954 VW which had been flawlessly restored in Bordeaux red (maroon).The gentleman who owned this auto had acquired it as something of a basket-case and had done a frame-off restoration. These 4 cylinder babies put out 36 ponies from a 1200 c.c. air-cooled motor. With a top speed of 68 m.p.h. and 0-60 in over 20 seconds they somehow endeared themselves to U.S. consumers. By the mid 50's, a Beetle was priced at nearly two grand, so it wasn't any low pricing that attracted buyers. Besides being just plain fun, they actually worked, this at a time when Detroit build-quality was sometimes questionable. Possibly the most cleverly-simple feature are electronic semaphore turn signals. These are 6

inch lighted sticks that pop out of the c-pillar on either side to indicate an intention to turn. They then disappear back into the pillar. Mucho cool.

But needless to say a Ford product was (my) best of show. A stunning 1956 Lincoln Premiere sedan in Island Coral (something like pink) was without peer. With its "frenched" headlights and relatively restrained styling cues, this is a car I could look at all day. At 223 in. long, it dwarfs one our Gals by ten inches. Its 368 cu. in. engine was good for 275 h.p. and 401 ft.-lb. torque. Hard to believe these beasts operated on 15 inch tires. Downright scary . This car had every power option plus the gimmicky (and questionably effective) automatic lubrication system which was supplied by a reservoir which held 250-300 lube jobs. The owner says he would not depend on this option nor the Autronic light dimmer which most car people agree was just farcical non-sense. Slick, high tech, farcical non-sense. This is what made so many American post-war cars what they are today-somewhat impractical, but the envy of the world (even if few will admit it)

I had planned on writing this column about the cars of Ireland, as I spent Easter Week there. Unfortunately an article about desirable Irish rides would be a short one, at least by our standards. Seems that nearly every car wears a drab coat of black paint (not '61 Starliner Black). Also , tiny is the order of the day. Real tiny. Real no-frills. Think Hyundai, Toyota. Some makes I have never even heard of. The small inland towns were a car person's nightmare. Not a thing until Friday night when a group of young Subaru / Celica / Supra SEMA kids arrived. I was almost happy to see and hear these usually annoying types.. They came to town and quickly disappeared. Later on, in the coastal city of Kinsale, which is possibly the most chic in Ireland, I did notice that French maker Citroen had a couple of convertible models that were quite attractive . Attractive enough even for a spoiled American, Also, there was a handful of the usual German makes. As for driving, think of sitting in the right side seat, on the left side of the road, all while shifting with your left hand. And think fast because once you leave the airport, there is no break-in period. All in all, it's easy to understand why American classics are so popular across the pond. Thankfully, the people far surpassed the cars.

## Shop Talk



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Built as a one-off drag car, this 1934 Willys Woody Wagon launches from the starting lights to finish in 8.5 seconds at 160mph in the ¼ mile. It is powered by a 1,000 hp, all aluminum Indy Mopar motor with supercharger.

#### TECHNICAL DATA

Appellation: California  
Vineyards: 88% Lester Smith & 12% Dimond Ridge  
Blend: 88% Zinfandel & 12% Petite Sirah  
Alcohol: 14.5%



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# Mission Statement



The Empire Car Club is dedicated to the promotion of Galaxies. We are dedicated to the principals of integrity, reliability, and a relationship of trust and support to and by all of its members. We have a mutual interest in our cars and support each others projects, progress, plans, events and assist each other whenever needed. We feel that this is what gives us our motivation and will guide us successfully into the future.

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2011

# CHAPTER ROSTER



1. John Haas 66 LTD X Two



17. Paul Cairo 61 Starliner



2. Bill Carberry 59 Gal



18. George Holt 61 Ford



3. Dennis Donovan 66 Gal



21. Frank Beyrodt 65 XL Convrt



4. Syd Jensen 64 Gal



23. Andy Turano 64 Convrt



7. Brian Gerken 63 1/2 R-Code



24. Tom Butler 64 XL project



11. Gary Posch 69 Convrt XL



26. Tony Paone 1959 Gal 2dr



15. Brian Dubecky 64 Gal



29. Pete Angell 66 Convrt



16. Nancy Brogden 64 Convrt 390



27. Jeff Tucker 67 Gal



If your name is listed here email your galaxie photo to [empiregalaxies@galaxieclub.com](mailto:empiregalaxies@galaxieclub.com) or [gal500@hotmail.com](mailto:gal500@hotmail.com)

2011

# CHAPTER ROSTER

continued



			
32. Robert Selkirk	66 Fastbk	43. Charlie Grech	63 Convrt
			
33. Marc Weisgerber	66 Fastbk	47. Jim Byrnes	62 Gal
			
37. Bill O'Rourke	428 - 65 Wagon	48. Vinny Losino	63 Gal
			
38. Gene Kennedy	65 Gal	50. Bruce Alberici	64 Gal 390
			
41. Scott Sindt		56. Mitch Mitchell	66 Convrt
			
42. Matt Fauvell	59 Convrt	55. Fred DeDuca	67 Convrt
		8. Bob McMinn	62 Gal w/406
43. Ken Newman	63 Gal 4 dr	9. Bill Birkel	62 Gal 4spd
		30. Nick Acampora	69 Convrt
		31. Paul D'Alessio	
		34. Bill Zounek	64 Gal
		39. Pete Cassola	65 Wagon
44. Paul Padgur	65 Gal		



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