



1937 Aston Martin

Meander Talking Machine AACA Newsletter



1953 Pontiac
Chieftain Catalina

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President's Message

Well, by the time you receive this newsletter summer will be over. Hard to believe. But hopefully we have a few more months of touring ahead of us.

Our Tuesday lunch at the Sunrise in Warren was a great day with plenty of food.

Our August tour headed up by Ken and Liz Smith was well attended. Our first stop was the Italian restaurant in Hartville. Our lunch was at Carlos's Trattoria. We had plenty of food once again loaded with plenty of garlic. It was wonderful.

Not to jump the gun about our September tour, but between our July and August, lunch meetings, and our dinner meetings in August and then coming September, all at Italian restaurants, there were plenty of chances for John Tarlton to have his lasagna. Hope he makes this month.

CONGRATULATIONS!!!! 15 years of hard work has paid off for Ken and Liz Smith. On August 22 their 1954 Pontiac Chieftain Station wagon received a Grand Nation 1st place award at the Grand National show in Allentown, Pennsylvania.

This award is presented to only the best of the best. What is most impressive is the fact that 90% of the Smiths' restoration was accomplished by themselves. I know the wonderful feeling having received two Senior awards and one National 1st

place awards for two cars that I restored in the past years. A lot of, as the old saying goes, "blood, sweat, and tears," goes into these projects, and the pride and joy are incomparable. Once again, congratulations Ken and Liz.

Our September lunch get together will be held at Steamers seafood restaurant located at 10078 Market St. North Lima, OH. It will be held on Tuesday, September 8. The restaurant does not open until 11:30, so no need to come early. Let me know if you're going to make it, you can call me at 330-503-7208. They do have a nice lunch menu to pick from whether you like seafood or not.

Please note change of date and events for the day. Loziers have made some changes from their original plans. The Loziers are taking care of the September tour. It will be held on Saturday, September 19, and we will eventually be going to Canton, Ohio, to the

Saxton-McKinley House.

This is the restored Victorian home that served as the childhood home of First Lady Ida Saxton McKinley and the primary residence for her and President William McKinley for much of their married life. We will have a guided tour. Cost is \$6.00 for seniors.

Please meet at 10:30 in Canfield at the Metro Parks parking lot across the street from the Canfield fairgrounds. We will be eating prior to our trip to the museum at 12:00 at Maisano's Little Italian Kitchen, located at 7831 Cleveland Ave. NW., North Canton, Ohio.

SEPTEMBER MEETING

DATE: Saturday, September 19, 2026

TIME: Meet at 10:30

PLACE: Mill Creek Metro Parks parking lot

Please call Loziers for reservations
330-875-5986 by Wednesday, September 16



Rearview Mirrors

—Editor

Origins

Mirrors on cars began on the racetrack, where a driver had only two options for learning what traffic was coming up from behind: turn around and look or hire a “riding mechanic” to face backwards and report. A third method (not patented) was proposed by Dorothy Leavitt, a British racer in her 1906 book *Early Motoring Guide: Practical Hints for the Woman Motorist*: a lady's pocket mirror (YouTube).

According to Wikipedia, in the Indianapolis 500 of 1911, racing driver Ray Harroun attached a mirror to his vehicle, replacing the



Ray Harroun [1879-1968]

riding mechanic to save on weight. This novelty entered stores after inventor Elmer Berger patented it in 1921.

Ecomodder.com names Jan. 1, 1970 as the date after which all U.S. automobiles were legally required to have a rearview mirror.

How the Rearview Night Vision Mirror Works

To reduce glare from headlights the rearview mirrors in our old cars use wedge-shaped glass, a prism having a traditional silvered backing. A 2007 contributor to Reddit, Brezzz, explains that in daylight setting, light from behind bounces off the silvery backing into the driver's eyes just as in any other mirror, but the night setting tilts the prism so that the backing now reflects the darkened ceiling while the surface of the glass itself reflects the headlights of the cars behind. This image is dimmer and glare is therefore diminished. My Cadillac adds to this a yellow tint that further reduces it.

The prismatic device was superseded by a system developed first in 1939 and using infrared technology. Until that time armies were forced to pause hostilities at night. But The German military beamed infrared light from a tank or a rifle equipped with a lamp as big as a headlight and interpreted through goggles, making

round-the-clock attacks possible. The lamp was, however, clumsy, large, and visible to the enemy (us!), hindering sneak attacks. The Allies developed their own version of night vision tech in 1944, the sniperscope, which was mounted on M1 carbines in combat around 1945 (PeakNano).

It too had the typical faults of prototypes: It was heavy and bulky, and it needed large battery packs. Gradually the process was refined until in the 1960s infrared light was no longer needed because new technology permitted a return to a passive system by intensifying existing light. I have not discovered an explanation of how this new mirror works, but in a BG discount store in Chattanooga I saw a new use for the rearview mirror:



Contributions

Send articles, letters, notices, reviews, poems, recipes, pictures to Tom Copeland, 313 N. Belle Vista Avenue, Youngstown, Ohio 44509 (tcopeland@neo.rr.com).



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