

ART in the Park Car Show After Hanna's Brief Visit

By Jerry Gordon

The first day of ART in the Park, scheduled for Sept. 6th, was cancelled due to the anticipated arrival of tropical storm Hanna. For once the weather forecasters got it right. They said the storm would only be in the area one day and that proved to be correct.

Our antique car show was rescheduled for the second day of ART in the Park, Sunday, Sept. 7th. It was one of the ten best days of the year weather-wise, because Hanna cleared out the atmosphere and we got a sunny, mid-80s day with a clear blue sky.

While ART in the Park was scaled back somewhat, our car show had a reasonable showing on short notice and with competing events within easy driving distance.

ART in the Park was held at Cromwell Valley Park, which is a beautiful 370-acre tract in the middle of Baltimore County. The art show was deployed around the park's Sherwood House, which dates from 1935. Most of the park is a nature and marsh habitat that is ideal for viewing the flora and fauna in our area, especially bird watching.

Our cars were very visible from the main parking area and easy walking distance to the art show. We had a lot of spectator interest throughout the afternoon. One of the cars with an interesting story was prospective member **Don Sloat's 1965 Ford Fairlane two-door sedan**. This car is what was known as an entry-level model – a no frills or options car that was sold as basic transportation to the buyers that wanted that. Very few were built because it wasn't popular or

profitable for the manufacturer. Don's Fairlane belonged to an uncle and has a six-cylinder engine with an unusual feature – an automatic transmission, but no other power options.

The interesting aspect of this Ford Fairlane is that it's entirely original and in very good condition. Don even has



Some of the cars at the entrance to the art show tents at Sherwood House

many of his uncle's records, including the original invoice, owner's manuals, etc. The Fairlane is an ideal candidate for HPOF certification.

Don's car was parked next to **Walt Meyer's 1930 DeSoto CF8 four-door sedan**, which received a First Junior award in May. Walt acquired the DeSoto as a restoration project in 1991. He proceeded to take the car apart for a body-off-frame restoration, but the project had several delays due to health problems. Walt did most of the restoration work himself in the oversized garage that he built to pursue his new hobby after selling his share in a hobby airplane several years ago.

Walt farmed out the interior restoration, which was done by Echo Upholstery in

Bel Air. To move the car from his garage to Bel Air, Walt placed a beach chair in the completely stripped down interior for the short drive.

Walt drives the restored DeSoto to local shows now. It's powered by a straight-8 cylinder engine, but with the 4.9 rear end and a 70 HP engine that runs best at less than 80% of the 3,400 RPM rating, he has set a 60 mile limit on driving versus trailering. He will trailer the DeSoto to Hershey next week to go for its Senior award.

Chuck Visconage decided to bring his 1957 Thunderbird convertible to the show. As a high school student taking shop class, Chuck was fixated on TBirds. Back in 1972, he saved up money from his job and tried to get his parents to let him buy one – but he couldn't convince them.

Fast forward to 2003. After several years of dabbling in buying TBirds that didn't quite measure up to the kind of antique car that he wanted, Chuck was able to locate and buy his current Thunderbird. The car is a low mileage example that was owned by a guy who had a barn full of antique cars. This 1957 TBird was a frame-off restoration done ten years ago by Binkele Birds, Mt. Joy, PA, which is now closed.

Participating in the show and not already mentioned were: Beth Muscedere, 1916 Ford; Jerry Gordon, 1964 Lincoln; Ted Schneider, 1983 Oldsmobile; Buzz Diehl, 1966 Pontiac; Jim Synodinos, 1932 Buick; Paul Habicht, 1959 Cadillac; John Horn, 1965 Thunderbird; Joanne Day, 1963 Thunderbird; and Al Miller, 1940 Ford.



Don Sloat's 1965 Ford Fairlane



Walt Meyer's 1930 DeSoto



Chuck Visconage's 1957 Thunderbird