

Another Great Baltimore Streetcar Museum Fall Show

The Chesapeake Region's last antique car show of the season had an excellent turnout, and several very interesting cars were brought to the show on Sunday, Oct. 19th.

The Club has been to the Baltimore Streetcar Museum for many years, but this was the first time in memory that the Museum staff pulled all the streetcars to be used for the day outside of the car barn and allowed us to park show cars on both grass fields and on the tracks. We didn't realize it, but all the space was needed because we had twenty-five cars, one antique bus, and three streetcars, which filled almost all of the available space.

The Museum had a special promotion that brought out many more spectators than usual. Every streetcar trip was full and we had dozens of spectators looking at our antique cars and asking questions. Weather-wise, it was a perfect fall day, sunny with seasonal temperatures.

Among the show participants, several cars were at the Museum for the first time; a total of fifteen. Club Members attending for the first time were – Lisa & Vincent Schittino, 1956 DeSoto; Mel Gofstein, 1972 Chevelle SS; Gary & Vince Truant, 1938 Buick Century; Janice & Allen Pogach, 1970 Oldsmobile; Hank Reus, Jr., 1929 Nash; and Brent Francis, 1966 Ford Galaxie.

New member **Vince Schittiino's 1956 DeSoto Firelite sedan** is an extremely low mileage car, with less than 19K miles on the odometer. It's also very original, including the tires and spare. Vince is a long-time acquaintance of Art Petrucci's. As the owner of a body shop, he has done the work on Art's '36 Chrysler and '64 Corvair. Besides Art's cars, Vince has worked on other antique and classic cars. Vince has been a car guy most of his life, starting in the body business at fifteen.

Vince's DeSoto, which he's owned for two years, has the famous Mopar hemi engine, which in '56 was a 331 CI, 280 HP version. An interesting feature of the car is the PowerFlite transmission with the pushbutton shift module on the left side of the dash.

In 1956, a Firelite convertible was the Official Pace Car for the Indianapolis 500 race. Firelite convertibles were rare, with only 186 produced. The '56 total DeSoto production was respectable, with 110,000 cars produced making the brand 11th in US production volume.



Hank Reus, Sr.'s 1931 Auburn was a rare treat at the show. Hank Jr.'s 1929 Nash is in the background.

Another new member's car was **Mel Gofstein's 1972 Chevelle SS**. Mel always liked pre-WWII cars, but he describes himself as a "power guy", which makes the Chevelle, with a 454CI big-block and Turbo 400 transmission, the perfect car for him.

Mel says that he's loved cars all his life. He owned a '69 Chevelle back in the day, but had too many cars at the time and had to dispose of it. But he dreamed about getting another Chevelle for years. Keeping his car interest alive, he attended many local shows, went to the Atlantic City car show weekend each year, and other regional car-guy gatherings.

About five years ago, Mel found his '72 Chevelle SS in Maryland. It wasn't completely restored, so he spent a lot of time working on the engine and interior and correcting problems in the previous work on the car. The Chevelle has won three trophies at local shows. But Mel says that long distance travel is out of the question because it only gets 10 MPG on premium gas.

Some members brought a car that had not been to the Fall Museum Show before – Ray Adler, 1984 Fiat Pininfarina Spider; Dave Benson, 1970 Jaguar E-Type coupe; and Andy Blumberg, 1968 VW Karmann Ghia.

And we had visiting participants who joined us for the first time – Hank Reus, Sr., 1931 Auburn; Rick Reeve, 1974 Porsche 911; Mike Reeve, 1964 Lincoln; Javin Sher, 1967 Morgan 4+4; and Janet & John Harding, 1956 Thunderbird.

And for the first time at our show, Museum staffer John Engleman brought his 1957 General Motors Baltimore City Transit bus, which he allowed spectators to board.

The Sponsor's Choice Trophy went to visiting newcomers Patty Liptak & Steve Amoss for their 1970 Plymouth Barracuda; a metallic green beauty with a true shaker hood. It was certainly a show that had muscle and sports cars with: Jaguar, Fiat Spider, Porsche 911, Pontiac tri-power, Morgan, Chevelle SS, and a Ford 500XL in attendance.

Other Club members who participated: Art Petrucci, 1964 Corvair; John Eisenhardt, 1965 Pontiac; Mary & Ed Allen, 1959 Buick; Matt Livingston & Bob Battista, 1979 Jeep CJ7; Wayne McDaniel, 1951 Chevrolet; Larry Butcher, 1938 Lincoln; Paul Habicht, 1959 Cadillac; Lynn & John Horn, 1953 Hudson; Buzz Diehl, 1966 Pontiac; Jerry Gordon, 1961 Cadillac; and Margaret & Francis Werneth.

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Seen at the Baltimore Streetcar Museum



Vince Schittino's 1956 DeSoto Fireflite



Mel Gofstein's 1972 Chevelle SS



Sponsor's Choice - Steve Amoss' 1970 Plymouth



Ed Amerheim, Amoss & Patty Liptak



1957 GM Baltimore Bus



Bob Battista's 1979 Jeep CJ7



Rick Reeve's 1974 Porsche 911



Andy Blumberg's 1968 VW Ghia



Dave Benson's 1970 Jaguar Type E coupe



Ray Adler's 1984 Fiat Pininfarina Spider