

By Jerry Gordon & Ted Schneider

The Chesapeake Region traditionally finishes the active car show season at the Streetcar Museum the week after Hershey. And on Sunday, October 17th we were treated to another beautiful fall day with the green foliage just starting to turn into colors.

The show had 26 vehicles arrive throughout the afternoon, including a few from our local hobby friends, the Antique Motor Club of Greater

Baltimore. We had many automotive eras represented – from the 20s to the 80s. Maryland permits historic vehicle tags on twenty-year old vehicles, and we had one on the showfield. .

As usual, the staff at the Streetcar Museum put multiple trolleys in service making runs several times each hour. The parking lot at the entrance was full of visitors' cars and most of the streetcar runs were filled with car club members and visitors. I don't know

who has more fun at the Streetcar Museum – the staff, our members, or the spectators.

When we weren't taking advantage of the free trolley rides, there were groups of members in lawn chairs scattered among our cars basking in the mid-day sun enjoying visiting and talking cars. This is what has made the Streetcar Museum show popular for so long – an easy-going, no pressure car event on a Sunday afternoon.

Streetcar Museum Fall Show Ends A Successful Local Car Show Season



At the end of another wonderful Sunday afternoon, all of us gathered for the traditional group photo.

Jack Kremen attended the show with his 1982 Buick Riviera convertible. These cars were classified as personal luxury coupes and were the top of the line. Jack's car is white with a maroon leather interior. For '82 the only other convertible color option was Firemist with the same red interior.

The '80s GM E body convertibles were all reworked from standard production E body coupes by outside suppliers. The Buick convertible was marketed as both an open car and a collectible.

The '82 Riviera is a front-wheel drive car equipped with the 307 CI V-8, 4 wheel disc brakes and four-speed automatic transmission. GM E body cars are body-on-frame construction on a 114 inch wheelbase.

Almost every imaginable luxury accessory of the era was available on the E body GM cars. It's reported that only 1,640 Buick Riviera convertibles were made in '82 out of approximately 80K Riviervas produced. It was a pricey vehicle at almost \$24,000.

Jack had other hobby interests up to a few years ago. He decided to get out of those hobbies and his wife told him that he had to find another hobby. Jack always liked the classics of the 1930s with the long hoods like Cadillac, Packard, Pierce Arrow, etc. all of which were interesting to him. And he also enjoyed the big regional events like Carlisle and Hershey.

So, Jack decided to look for a more recent classic and ended up unsuccessful

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Streetcar Museum – continued

fully bidding on a couple of '70s Rolls Royces on e-Bay. Then he attended a collector car auction at the Howard County Fairgrounds and was the high bidder on the '82 Buick Riviera.

Wayne McDaniel came to the show with his latest Chevrolet acquisition, a 1950 Fleetline sedan. In looking over the car inside and out we were amazed at the excellent appearance of this original condition car.

Last winter's storm damage at the Museum appears to be entirely repaired. And the gift shop in the main lobby has been reconfigured and is back in operation.

For the next seven months the Museum is open on Sundays from noon to 5 PM. For the holiday season the Museum offers Santa's Streetcar on the following December dates: 11th, 12th, 18th, and 19th. Take your children or grandchildren to the Museum to ride a streetcar with Santa, see the Museum's sixteen-foot Christmas tree and decorated garden, hear a reading of *A Visit from Saint Nick*, and enjoy holiday refreshments and music. Entrance fees: All Adults \$7, and All Children under twelve \$5. It's an unusual holiday season event for the youngsters. For more information check the Museum's website www.baltimorestreetcar.org/.

The Sponsor's Choice Trophy was a difficult decision for the Museum's staff because of all the nice cars at the show. They chose Lois and John Krupinsky's 1939 Ford Cabriolet – a Grand National First winner at New Bern, NC this year. It also received a National Award at the Annual Meeting in Philadelphia as the best pre-WW II

Ford vehicle during the 2008 AACA National Meets.

Members and guests at the show not already mentioned were: John Shenton, 1965 Plymouth Baracuda; Henry Chaudron, 1955 Pontiac Star Chief; Dave Benson, 1955 Jaguar XK 140; Henry Ver Valen, 1953 Jaguar XK 120; Don Rhine, 1988 Buick Reatta; Dave Cavey, 1959 Edsel; Wanda & Lewis Mendenhall, 1954 Hudson Hornet; and Pat Wenderoth, 1928 Studebaker President.

Also at the show were: Lynn & John Horn, 1953 Hudson Hornet; Terry Lewis, 1963 Ford Fairlane; Lee Fuss, 1950 Ford pickup; Lynn Lewis, 1964 Ford Fairlane; Mark Thistel, 1966 Ford Mustang; Linda & Tom Young, 1980 Plymouth Volare; Helen & Jerry Gordon, 1984 Lincoln; Shaun George, 1957 Chevrolet; Ted Schneider, 1983 Oldsmobile Toronado; Buzz Diehl, 1966 Pontiac convertible; Andy Bloomberg, 1972 Volkswagen Ghia; and Jerry Ross, 1954 Kaiser Manhattan. Driving modern cars were: Eleanor Packard, Frances Roberts, and Bud Currey.

Pictured clockwise from the top of the page: Jack Kremen with his 1982 Buick Riviera convertible; Tommy Thompson with his 1969 Chevrolet; Margaret & Francis Werneth's 1970 Chevrolet Monte Carlo; Matt Livingston-Burton (one of our Junior members) & Bob Battista with their 1979 Jeep CJ6; the Krupinsky's 1939 Ford Cabriolet; Lois & John Krupinsky receiving the Sponsor's Choice Trophy from the Museum's Officer of the Day; and Wayne McDaniel with his 1950 Chevrolet.

