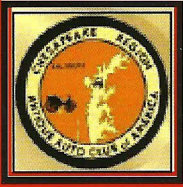


THE CHESAPEAKE BULLETIN



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Saturday Visit To AACA Fall Meet And Museum Tucker Exhibit

By Bill Wurzell, Editor

The weather forecast was dismal and so was the weather. I backed the car out of the garage at five am sharp and headed north to the A.A.C.A. Hershey Fall Meet on the massive grounds of Hershey Amusement Park. The drive up in the dark was 'challenging.' Most of the traffic on the road at that time of morning are trailer trucks and they obliterate your vision when they pass in pouring rain. But I got there exactly as planned and was checking out the car corral by 7:10 am, in a light rain that got heavier and colder. So goes Saturday, October 11.

There were far fewer cars in the corral this year and there were lots of cars that were covered completely. Nevertheless, I did find a dozen or so cars to die for. Three of them were Mercurys. A flawless black with white trim, '55 Sun Valley with factory A/C and power everything. Couldn't find a price on the Sun Valley; it might have been sold, many of the cars were. A drop dead gorgeous, low mileage 1953 Monterey four door; dark blue over powder blue, perfect! Asking price was \$16,500; lots of room for negotiation at that figure. A 1951 Mercury two-door Woody Wagon, very nice with two issues: cracked driver side window and blue dots in the taillights. It amazes me why on earth would anybody put blue dots in this rare classic wagon that will get giggered at a judged event. Asking price on the Woody: \$79,500, marked down from \$85k.

Tucker Exhibit, here I come...

Because of the weather, I blew off visiting the showfield, like many folks I am intrigued by the Tucker Automobile concept. I couldn't wait to get to the A.A.C.A. Museum to see the long-awaited Cammack-Tucker exhibit. As expected, the museum was crowded due to the simultaneous Tucker and the Eastern Fall Meet events.

From my perspective the wait was well worth the time. 'Spectacular' comes to mind. The Tucker exhibit is wondrous, nostalgic and historical. There is so much to see, you can easily spend a half a day or more taking it all in. I spent over two hours at the exhibit and because of the crowd, didn't or couldn't see everything I wanted to see. Exhibits and memorabilia ranges from three real Tucker automobiles to all the stuff that goes along with any make. Motors, company documents, correspondence, posters, newspaper articles...it's all fascinating to view.

Viewing the exhibition led me to think, *what might have been?* Surely, if the Tucker Automobile would have gone into production and sold well what impact would it have on the automobile industry and our country? The Tucker automobile was a radical departure from the industry norm. Because it was so radical, it led to numerous production problems with every aspect of design. The 'Big 3' were accused by many folks for having 'torpedoed' Tucker. That's a false assumption because they didn't need to do anything, GM, Ford and Chrysler knew the company was way under

capitalized and wouldn't get off the ground.

Mr. Tucker was charged by the Securities and Exchange Commission for stock manipulation. He was ultimately acquitted but the legal fees put him in a deeper financial bind. There also was a U. S. Senator from Michigan that didn't want to see Tucker's Chicago based Company compete with Michigan employers. The Senator didn't do anything to help the struggling upstart, quite the contrary.

Preston Tucker was a visionary even if he was occasionally a loose cannon. I'm disappointed another automobile manufacturer didn't buy his dream and bring it to market or a least some of his ideas. Mr. Tucker died from lung cancer December 26, 1956, he was only 53 years old.



One of three Tucker '48' models on display at the A.A.C.A. Museum. The model designation 'Torpedo' was dropped for production vehicles because Preston Tucker didn't want to remind people of World War II.

C.R.A.A.C.A., MEMBER AND MENTOR

Sterling E. Walsh, Sr., Succumbs To Pneumonia

Long time member and mentor of Chesapeake Region, Sterling E. Walsh, Sr., passed away Sunday October 26, in Carroll Hospital Center, Westminster, he was 83.



Mr. Walsh

Mr. Walsh's varied career included, fuel company owner, real estate broker, board member of many national and local organizations. In addition to his membership in Chesapeake and other AACA Regions, he was a member of The Horseless Carriage Club and Shiloh United Methodist Church. He is survived by his wife of 62 years, Gladys Tracey Walsh; his son Dr. Sterling E. Jr.; daughter Celeste, their families including six grandchildren; two sisters, Julia Gouge and Marie Treadway. Services were scheduled for Friday October 31 in Hampstead, Maryland.