

# THE CHESAPEAKE BULLETIN

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## Meet Some of Our New Members and Their Vehicles

Chesapeake Region has experienced remarkable growth during the past two years. The Club's membership has grown by 70 households – 41 in 2006 and 29 in 2007. We have had some attrition during this period, but the overall growth in Club households has been more than 30%. Total membership is approaching 400.

All of these new members have been announced in the *Bulletin* with their contact information. And many of them have already participated in some of the Club's events. However, before all of us get real busy with our 2008 local events, the regional shows, and AACA National events, we should take a little time to learn more about some of these new members and their antique vehicle stories.

### Michael McQuade

How many of our Club's members belong to Inliners International? As far as we know, only Michael McQuade. The Inliners are automobile aficionados who like 4, 6, and 8 cylinder in-line engine powered vehicles. It started with Chevrolet and GM sixes, but over time expanded to all in-line engines.

Michael has been interested in cars since he was a kid of twelve. As a teenager he was always taking something apart and putting it back together. His first car was a 1946 Ford sedan, which he acquired at seventeen before he even had a driver's license. It was payment for some clutch repair work that he did.

In his early years Michael was interested in racecars and hot rods. He has had dozens of cars. And his career was as an automobile mechanic, from



*Above: Michael McQuade's 1955 Chevrolet; Below: Joanne Day's 1963 Thunderbird – Read Van Zile driving.*

which he recently retired. But over time, he became bored with hot rods and started to look at antique cars as a hobby pursuit. His first antique was a 1955 Thunderbird that he fixed up and sold.

Michael's current automobile is a 1955

Chevrolet sedan with an unusual dusty orange and slate gray paint scheme that isn't often seen (it's authentic). And guess what this Chevy's powered by? Yup, a 235 CI, 6 cylinder inline engine with the three-on-the-tree transmission. He found the car at an estate sale in Tennessee.

Michael joined the Club after he went to a couple of car shows and met some of our members, who suggested that he go on the Halloween Poker Run. Mary Lee and Michael enjoyed the Poker Run so much that they decided to become members.

### Joanne Day's "Ole Gal"

Hi! They call me "Ole Gal" now, but they used to just call me the family car. In 1963, Byron & Thelma Deets bought me brand new off the showroom floor from Pleasant Hills Ford (Pittsburgh, PA). For ten years I was the only car in the family until Byron and Thelma bought a new car *with air conditioning for the dog*. But they loved me so much they couldn't bear to get rid of me, so they kept me in a neighbor's garage and drove me occasionally for the next ten years.

Well, Byron passed away in the early 1980s but Thelma, who loved me dearly, didn't want the responsibility of two cars, so I was passed on to their daughter, Joanne Day, who brought me to Baltimore – well, Glen Arm, really. Joanne drove me occasionally for five or six years, then she lost interest in me and I sat in her carport for many years looking lonely and forlorn.

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**Meet New Members – continued**

Well, as luck would have it, love bloomed again and Joanne had me restored – it has taken nearly two years – and here I am looking as good as new. The restoration has been in stages. In the first six months they were to put me in *usable* condition so that I could be in a small parade for the 4<sup>th</sup> of July, 2006.

The next stage was a lot more mechanical work and then having me repainted by Halloween, 2006. Well, they didn't quite make that deadline, but I was ready to leave on December 15, 2006 to go to Florida. Joanne took me by AutoTrain both ways, but still drove me about 1,500 miles while we were in Florida.

We're in the third restoration stage now, as she is having my engine and transmission completely rebuilt. I think we're going to Florida again in early 2008, and Joanne says she wants to drive me the entire way.

Also, Joanne tells me that when the time comes, she's going to give me to her niece with the request that her niece then pass me on to one of *her* kids. Won't that be nice? I'll stay in the same family for four generations.

**Eric Hanson**

That Eric Hanson became interested in antique vehicles is not a surprise. While he is still teaching, Eric is a former high school history teacher. His current assignment is in visual arts teaching stagecraft – and the tool use skills associated with it.

One of the more interesting automotive websites, [www.hansonmechanical.com](http://www.hansonmechanical.com), belongs to Eric. It has extensive historical and personal information about all of his vehicles – 1944 Willys Jeep MB, 1944 Volkswagen KDF German Army staff car, Bantam BT3 US military trailer, 1948 Francis Barnett British Merlin motorcycle, 1955 Volkswagen Beetle, 1956 Porsche 356A, and 1967 Chrysler Town & Country. His acquisition of each of these vehicles was an adventure.

If you guessed that Eric has a strong interest in WWII vehicles, you hit the

nail on the head. He is involved in military vehicle shows and reenactments of various battles. With the Jeep and the German staff car, he can play on either side!



*Eric Hanson's vehicles at Club shows during 2007 – from the top: 1955 Volkswagen at the Fire Museum; 1944 Willys Jeep MB at the B&O Railroad Museum; and 1967 Chrysler Town & Country at Ladew Topiary Gardens.*

Eric's Jeep is the vehicle that has been with him the longest. It has stayed through antique Chevy trucks, Corvairs, Triumphs and muscle cars. The Jeep has been his steady, reliable rock. Unlike many pedigreed Jeeps, Eric's 1944 Jeep is a collection of original (many NOS) and some reproduction parts gathered together to create a highly authentic Jeep restoration. When the blizzard of February 2003 hit

Baltimore, the Jeep was one of the few vehicles out on the roads. Eric helped drive volunteers downtown to dig out a historic tug boat, and got a close up view of the B&O Railroad Museum roundhouse after it's roof collapsed.

**Ben Harris**

Car guys become smitten with "the bug" in different ways and at different times. Ben Harris has owned many daily driver European cars – some sports cars and some family transportation. They've included a VW Beetle sedan, Triumph TR3, MGB, MG Midget, and several Mercedes sedans, plus a 1988 Mercedes 560 SL. He still



**Ben Harris' 1965 Mustang**

owns the 560 SL, which now has historic plates. He liked the driving experience and sporty handling that many of these cars had, even the Mercedes sedans. And he liked the early Jaguars, but never owned one.

Ben Harris retired from the federal government about a year ago after a long career. Even before retiring he started looking around for an antique car that would be a hobby interest after he retired. Some guys garden, some play golf, and some really get into cars. While looking around on the internet, Ben found an interesting looking 1965 Mustang convertible for sale. After doing some research on what to expect with a vintage Mustang, he went to see the car. The test drive proved that this older restoration (1994) was a very solid car with few, if any, problems. It wasn't a show car, but was an excellent driver. After some negotiation, he bought the Pony.

Friends and acquaintances were surprised that he bought a Ford. After

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### Meet New Members – continued

owning mostly European cars, they expected that any antique he bought would also be from over the pond. What Ben likes most about driving the red Mustang are the comments that people give him – like “cool car”, etc. The Mercedes 560 SL is also red, but no one even notices it when he’s out driving.

Ben waited until he got a car before joining a club. He is anxious to get involved in the Chesapeake Region by attending events with the Mustang and helping out where he can. And what kind of car will he get if he can find additional storage space? Well, if you guessed Jaguar you would be right.

### Harry Sweatt

Back in October there was an ad that ran in *The Chesapeake Bulletin* offering a very nice 1935 Chevrolet sedan that had undergone a partial restoration. It was located on the Eastern Shore and was realistically priced.



*Harry Sweatt's 1935 Chevrolet*

As they say, timing is everything, because Harry Sweatt had just sold his 1938 Dodge sedan and was looking for another 1930s car. Harry contacted the seller and spent two hours looking at the car before he made an offer on the spot. The seller said that he had an offer at the asking price, so Harry went home and continued his search. About a week later, the Chevy seller called and said that the other buyer had passed away, so he was willing to accept Harry’s offer if he still wanted the car.

About ten days later Harry came to the Streetcar Museum Fall Show with his new acquisition. It’s an authentic car with those interesting suicide doors.

Harry reports that he loves driving the Chevy and that it handles very well, cruising easily between 50 and 55 MPH. Even the mechanical brakes seem to be OK. The body is very straight without any bondo. The interior is very serviceable, but some of the door panels need work.

Harry prefers the cars of the mid 1930s because he remembers growing up with family cars back then. However, quite a few of the cars he owned when young were Ford flathead V-8s, which he also likes.

### Frank Lindberg

In 1957, Frank Lindberg’s mother bought a used 1952 Buick Special Riviera when he was about 13 years old. At the time Frank wasn’t too interested in real cars because he and his friends were busy building gas-powered cars, known as “put-puts”.

When it came time for his driver’s license test he took it in the Riviera. Then he drove the car to his summer job for three years while in high school. The Buick was used extensively as a family car and for long trips to visit relatives. The car was always reliable, comfortable transportation. It was the daily driver workhorse that was taken for granted because of its dependability.

All 1952 Buick Specials were powered by a 263 CI straight 8 engine, which was phased out during the 1953 model year. His mother’s car had a manual three-speed transmission, but most Buicks were sold with the Dynaflo automatic. Specials weighed about 3,600 pounds, rode on a 121½ inch wheelbase, and were 206 inches long.

In 1962, Frank went away to college. His mother decided to sell the Buick in 1965 and told Frank of her decision in a letter that got lost in the mail for several weeks. By the time he received the letter the car was sold. Frank was heartsick, because he had hoped to own the Buick one day.

Since that time, Frank looked off and on in *Hemmings* and other places for a 1952 Buick Special Riviera. He thought that the car would be easy to find, but that wasn’t the case as only

21,180 were made out of a total model year production of just over 300,000.

About a year ago, Frank spotted the car of his dreams in *Hemmings*. It was the same body style with the same turquoise blue and white top color scheme as his mother’s car. The seller called it “the real thing.” Frank bought it and had it shipped sight unseen to his home in Baltimore.

The car is in much better condition than the one his mother had – having spent its entire 55 years in Colorado and Arizona. This car has the Dynaflo transmission and has less than 30K miles on the odometer. It has been repainted the original colors, but the excellent chrome and interior are original. The seats appear to have had seat covers, because they are like new just like the rest of the interior upholstery. It doesn’t look like anyone has ever sat in the car. It even has the original holder on the steering column to display the car registration. Remember those?



*Frank Lindberg with his 1952 Buick*

When Frank asked the previous owner from Arizona, over the phone, if the windshield wipers worked, he drew a blank. The guy apparently never needed to try them in the Arizona climate, but they work fine. The vintage radio produces excellent sound with the original vacuum tubes and vibrator. The car has two separate heaters, one on the firewall for the defroster and one under the seat, a common Buick feature.

When Frank drives the 1952 Buick Special Riviera, it lets him relive his beginnings. He has often wondered, with sadness, what happened to the family’s trusty Buick.