# The Chesapeake Bulletin

The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America

Volume 60 Number 4 April 2020


*DEVASTATING IMPACT ALL OVER THE WORLD!*

# Coronavirus Pandemic Cancels Chesapeake Region's Major Events: Collector Car Swap Meet, St. Patrick Parade

*By Bill Wurzell, Editor*
*The Chesapeake Bulletin*

After months of planning and organizing members to perform various tasks at the annual Collector Car Swap Meet and Car Corral, we were informed at the last minute of cancellation due to the worldwide coronavirus pandemic.

Maryland Governor, Larry Hogan announced an emergency executive order closing schools for at least two weeks and prohibiting gatherings of more than 250 people. There were also restrictions placed on large and small businesses including bars and restaurants. All of these measures were implemented to stop, or at least slow down the spread of the potentially life-threating coronavirus. Even places of worship were not immune to the restrictions. Many religious institutions discontinued services for at least two weeks, maybe longer.

Airlines both domestic and international will be especially hit hard as passenger traffic will be all but non-existent for the foreseeable future as many countries including the United States ban international air travel. The United States government appropriated 50 billion dollars to reimburse citizens that through no-fault of their own are out-of-work for an extended period.

Many citizens are puzzled as to how this occurred in this day and age. As of this writing there are more than 1,700 confirmed cases in the United States, according to Johns Hopkins Hospital. Officials warn that many more people are likely infected. At least twelve people in the United States have recovered. Of confirmed cases, some are travel-related, some have spread person-to-person, and some returned to the United States from Wuhan, China, and the Diamond Princess cruise ship docked off the California coast for weeks before passengers could dis-embark. When they did they faced at least two weeks quarantine at one of thirteen military bases around the country.

At least 40 people have died after contracting the coronavirus in the United States, thirty-one in Washington state, four in California, two in Florida, one in New Jersey, one in South Dakota and one in Georgia.

All of the foregoing puts Chesapeake Region's tribulations into perspective. *"The best laid plans of mice and men, often go awry."* Quoting Scottish poet Robert Burns.

Chesapeake Region's 2020 Swap Meet spaces both indoor and outdoor were nearly sold out. All the monies collected for the event will be returned to the vendors. The weather on Saturday, March 14 would have been one of the nicest we've ever had for the event with temperatures in the mid-fifties, sunny and clear all day with little wind.

Though Club officers will investigate any possibility of event rescheduling, the chances are rather doubtful.

*FILE PHOTO--Because we were informed Thursday March 12 that the Collector Car Swap Meet was canceled we didn't have to wire the buildings and layout the grid for outdoor vendor spaces as we do every year the day before the event. Larry Butcher, Franklin Gage and Dave Kelley (back to camera) are doing for a previous Collector Car Swap Meet that didn't get canceled.*

## *Charlotte Auto Fair, Spring Show Postponed Until June*

Following the directive from the Governor of North Carolina, ordering that groups of more than 100 people will not be allowed, the spring show will be postponed to June 12-14, 2020.

All Vendor space numbers and space locations will be the same for the postponed dates as planned for April. All stickers and tickets you possess will be honored and used for the postponed dates and will not be reissued with the new dates.

Thank you for your cooperation and understanding as we work to reschedule the event to benefit all Charlotte AutoFair Vendors and the collector vehicle hobby.

*Steve Moskowitz, Chief Executive Officer*
*Antique Automobile Club of America*
*501 W. Governor Road Hershey, PA 17033*

# *It All Began 65 Years Ago With Three Guys From Baltimore*

*EDITOR'S NOTE: I am the recipient of a voluminous amount of material related to the beginnings of The Chesapeake Region. This information comes from the meticulous records of the late Jerry Gordon. Jerry kept track of a lot of information that went on in the club, even before he became a member. I found in one of his folders a two-page summery written by Mr. Willard J. Prentice, one of the three recognized founders of Chesapeake Region. I found this summery to be the most definitive and spot-on narrative of how the club was begun. It was composed and published in 1965.--Bill Wurzell*

***By Willard J. Prentice***

***The Chesapeake Region***

Although the Antique Automobile Club of America was founded in the Philadelphia area in 1935, there was no organized club of this nature in Baltimore until 1955. A few persons collected one or more antique cars, but it was due to an individual interest and not an organized effort. Perhaps the most enthusiastic collector was Edward Hook of Walbrook who started collecting cars about 1936 and who by 1953 had nearly fifty antique or vintage cars, only a few of which were restored.

My first antique was a 1922 Ford roadster which I purchased for $45.00 in 1949, but at this time I knew nothing of any organized club. It was just my interest in Model T's that prompted me to buy the car. The following spring I bought a 1913 Model 'T' from Laurence Stilwell of Goodville, Pa. Mr. Stilwell was an active club member and got me interested in club activities. We went to the Spring Meet in Fairmont Park, Philadelphia, in May 1950 and for the first time I saw what was being done in the way of restoration. I also joined the National Club [AACA] in 1950 and have had continuous membership ever since.

By June of 1950, I had worked up enough courage to take the 1913 Model T to an out-of-town event, so Agnes [Mrs. Prentice] and I and our two children headed for the Atlantic City run. Except for a stop in Aberdeen, for repairs to the fan belt, we had no trouble. Of course there was no Delaware River Bridge in those days, and the Model T created quite a bit of interest on the New Castle Ferry. The following day we took part in the parade on the boardwalk in a heavy rain, with no side curtains. There were about sixty cars in the parade, which was considered an average turnout for the club at that time. The pleasure of receiving a second place prize at the first meet in which we had entered a car was somewhat dampened by the grinding noise that started coming from the differential. As we found out later, the pinion gear had a couple of missing teeth, but we managed to nurse it along with no sudden starts or stops and eventually got back to Baltimore.

In 1951, having disposed of the Fords, I bought a 1924 Franklin. In 1952 I joined the National Capital Region, AACA. W. L. Cook (who now owns the Tommy Manville gold-plated Rolls) was director, and we used to meet in the basement of his home in Bethesda. The meetings were held Sunday afternoons, and it made a nice drive over and back in the Franklin. For a year or two I was the only one who attended the meetings from Baltimore, and it never occurred to me that there might be enough interested people in the Baltimore area to form a club.

Then somehow I met Karl Feather, and he rode over to the monthly Sunday meetings a couple of times with me. It was Karl who suggested that we should have a local club in Baltimore. At first he thought all we should try for would be a chapter of the National Capital Region, but I convinced him that, if we were going to organize at all, we might just as well apply for a regional charter.

So Karl got busy and went from door to door visiting various people that he knew or heard of who might be interested in joining a local club. I also wrote to all members of the National Club for miles around and told them of our plan to form a region. Finally we decided we had enough people interested to call a meeting. We arranged for the North Baltimore YMCA auditorium for Sunday afternoon March 13, 1955.

Dr. Mark L. Redding, Director of the Gettysburg Region, was present and gave us some information on how to organize. Several suggestions were made for a regional name, and Chesapeake Region was selected as most appropriate.

The following officers were elected:

Regional Director--Karl W. Feather
Assistant Director--Joseph Mullen
Secretary-Treasurer--Willard J. Prentice
Executive Board--Wayne F. Hailer,
J. Leonard Rhinehart,
Charles E. Smith
Activities Chairman--Edward Hook

A petition for a regional charter-was prepared with 24 signatures. This was approved by the National Directors on April 30, 1955.

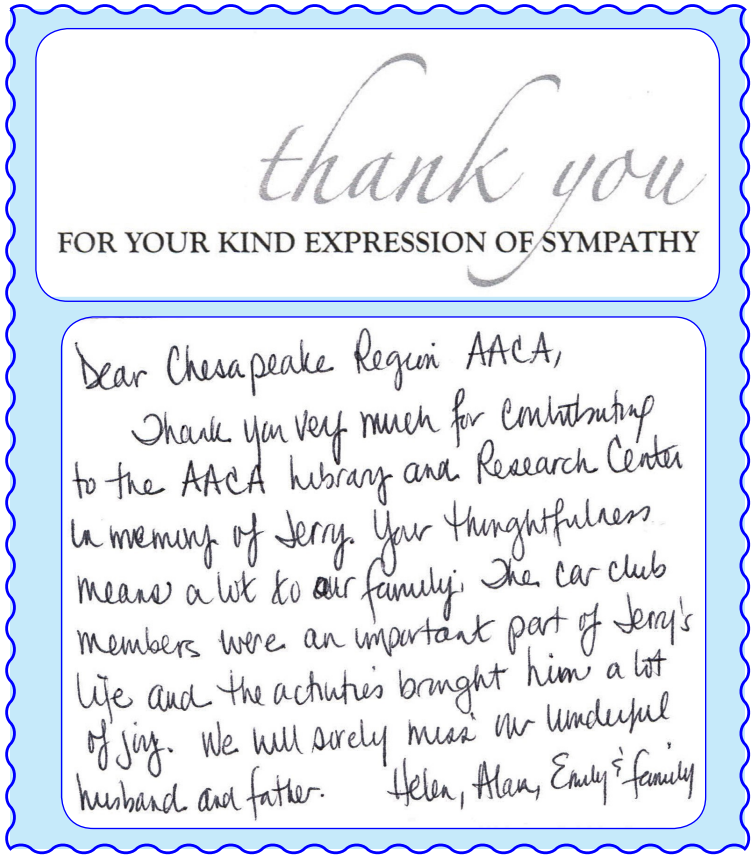
The first outdoor event in which the group participated was the Easter Parade of 1955 led by Activities Chairman Edward Hook and Mrs Hook in their 1909 Hupmobile Roadster, the parade of 21 antique and classic cars made its way slowly out Charles Street through the huge crowd that always turned out for Easter Parades at the time.

There were other events that year, including the first participation by the club in the 4th of July parade at Havre de Grace, arranged by Leonard Rhinehart and O. A. Sumpter. A total of 17 cars entered the parade. In August, the club was invited to a swimming party by Mr. and Mrs Howard Henry at their Piney Creek Farm in North East, Maryland.

The first Fall Meet of the region was held September 25, 1955 at the home of Mr. and Mrs Edward Hook in Walbrook. Invitations were sent to both National Capital and Gettysburg Regions with the result that we had 42 antique and classic cars parked on the Hook's lawn (only two or three of which belonged to the host) National Secretary L. Edward Pamphilon was present and gave a short talk An important item of business was the adoption of our By-Laws, which are still in use today with only minor amendments

The first annual meeting was held on January 29, 1956, and Karl Feather turned the gavel over to his successor, J. Leonard Rhinehart This ended the first year of our region's activities.

## CARD OF THANKS: FAMILY OF JERRY GORDON



# From the editor's desk...

I arrived a few minutes early for the March Board Meeting held on February 24 at the Silver Spring Mining Company restaurant in Cockeysville. When I got out of my car, Chief Judge, Norm Heathcote waited for me at the entrance to the restaurant. Norm handed me a neatly secured stack of old Chesapeake Region newsletters. They were given to him by Director Tom Young, who received them from Jerry Gordon's wife, Helen. They were collected over the years by Jerry Gordon. Jerry made handwritten notes in many of the bulletins, usually related to information about other members. Jerry apparently kept an eye on the club treasury amounts too!

The next day, as soon as I had a chance I removed the rubber bands from the top batch. They were all editions from 1993, except I couldn't find the January edition, it may be mixed in with other editions, we'll see.

So, the first edition I see is February 1993. It has a picture of a 1963 Ford Falcon Futura Sports convertible owned by none other than Bruce Knott!

I should have mentioned earlier that the entire newsletter is a quarter page, half the size of our current version. Page dimension is 8.5" wide by 5.5" deep. All of this batch is strictly black and white, no color. Nineteen ninety-three doesn't seem that long ago, but periodicals like the *The Chesapeake Bulletin* were printed in a commercial print shop. This was long before digital printing came into being. Digital printing is the way our current bulletin is produced. They are 'printed' on what is essentially a high speed copier. Therefore, black and white and color photos can be copied directly to paper without the need of conversion to 'halftones' or color separations that are required to make printing plates for lithographic offset printing presses. Digital printing is way less expensive than conventional lithographic printing however, it also lacks the quality of lithographic printing. It is well-suited for our purposes though.

Can you imagine what it would now cost to print our *The Chesapeake Bulletin* if we had to have four-color separations made for every color photograph in a typical newsletter? The cost would be prohibitive. Even if we didn't print any pictures in color and just printed them in black and white the print shop would have to convert them to halftones; still prohibitive!

Be patient, I'm getting to the good stuff. The black and white picture on the front cover is a Ford Falcon convertible. The original photograph was taken by Willard J. Prentice! Mr. Prentice also took a 'mug shot' of Bruce that was inset into the photo of the '63 Falcon convertible.

Most older members will recognize Willard Prentice along with Edward Hook and Karl W. Feather as the founders of Chesapeake Region. Strangely, only Karl Feather became President of the club in 1955. In spite of not becoming President Willard J. Prentice spent 45 years deeply involved in club activities. He died August 31, 2000 of pneumonia, he was 91 years old.

It appears that whatever car was on page one the commentary was done by the owner of the car. The following is Bruce Knott's narrative about his 1963 Ford Falcon Futura Sports convertible:

*While car hunting with Gary Wilmer for a 1963 Pontiac that he wanted for a parts car, we stopped at a restaurant in New Oxford, Pennsylvania. As we waited for breakfast to be served, I searched through a used-car guide and spotted an ad for a 1963 Falcon convertible at T&M Auto Sales in Hanover, Pa. After having no luck with purchasing Gary's parts car, we drove over to the used car lot in Hanover. Since it was Sunday, the place was closed, but we got a glimpse of the Falcon through a garage door window. Because the car looked promising, I decided to call the car lot office the next day.*

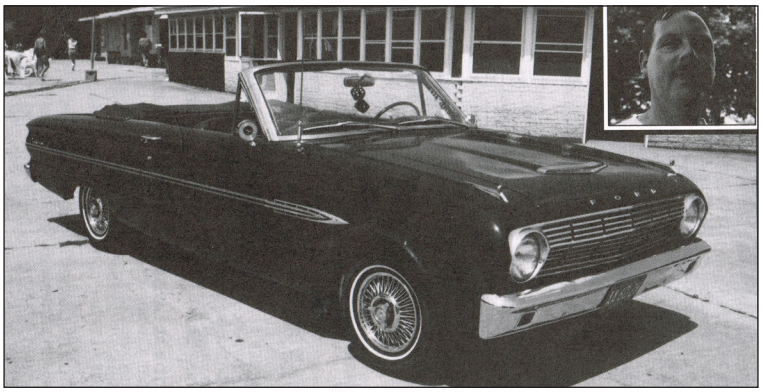
*The owner told me the car was purchased in Florida from the original owner. After purchase, he towed the car behind his motor home to use while vacationing. Hence he claimed that the motor had run much less than the 93,560 miles shown on the odometer. This wasn't exactly the story of the little old lady who drove her car only to church on Sunday, but sounded similar. Gary and I went back to Hanover to test drive the car. The towing story may have been true because the tow-bar brackets were welded to the frame. The body and the interior looked good. The engine sounded rough, but it seemed to run OK. I could see that the top needed replacing, and the windshield was deeply scratched.*

*I purchased the car in July of 1990, becoming the third owner. I had always liked the style of the 1962 Falcon two-door hardtop that my mother once owned. I got to drive it while in high school. I remember that her Falcon had the smaller 144-cid engine with an automatic transmission and wouldn't get out of its own way. Everyone else in school was driving high-performance cars like Pontiac GTOs, but I was glad to be able to use the family car. At least it was easy on gas!*

*After getting the '63 Falcon home, I found the 170-c.i., 6-cylinder engine needed more than just an exhaust manifold. I located an old engine in Hampstead for parts. Then club member Chuck Talbert completely rebuilt my engine, and the transmission was overhauled by Craig Whitcraft in Reisterstown. A new top was installed by Jim & Dolly's Upholstery Shop in Hampstead. I will get around to doing the rest of the needed restoration work sooner or later. The car's original factory color was Sandstone Beige, but about seven years ago it was repainted Rangoon Red, which was another '63 Falcon color.*

*My Falcon convertible was built at Ford's Lorain, Ohio, plant on August 29, 1962, and was delivered to a Washington, DC Ford Dealer. The basic price of the car was $2,591. All convertibles came standard with the 170 c.i., (2.8 liter)101 horsepower special six engine. Mine was equipped with the optional 'Fordomatic' transmission. Only the sports convertible, like mine came with bucket seats and a center console. Options on my car included an all-transistor radio, safety-padded instrument panel, white sidewall tires, and wire wheel covers.*

*Since high school days I had always wanted a convertible. Now I'm have fun driving with the top down.*



*This photo was originally taken in 1993 by the recognized founder of Chesapeake Region, Willard J. Prentice. Mr. Prentice was apparently the designated photographer for the club at that time.*

## Walter E. 'Chip' Miller Appointed To Board Position Of 'Historian'; Jack Anderson, Jr., Program Director

Walter E. 'Chip' Miller will take on the position of Club Historian. This position was most recently held by J. Francis Werneth, who retired from the position due to health concerns.

Chip has lots of experience with classic vehicles, along with his wife Michelle, who is also active in the club, they own a 1909 Stevens-Duryea, a National Prize winner, and several other very desirable vehicles.

Jackson L. Anderson, Jr., has agreed to take on the voluntary position of the club's Program Director. Jack will arrange for various speakers and programs at the monthly membership meetings. Jack also brings a lot of experience to this position, as he has been involved with classic vehicles for decades and is known for his meticulous restorations. He is also a Certified Vehicle Appraiser.

Congratulations and welcome aboard Chip and Jack!

## *The President's Message*
From Paula Ruby

### *Hello Chesapeake Members!*

This past month was certainly unique. Two of our planned events, the annual Collector Car Swap Meet at the Howard County Fairgrounds and our participation in the Baltimore Saint Patrick Parade were, on very short notice, unexpectedly canceled, to comply with the State of Maryland mandate to minimize spread of the coronavirus (COVID-19). On Thursday March 12th at 4:00 P.M. Maryland Governor Larry Hogan announced that he was signing a Mandatory Order effectively canceling all planned gatherings of 250 people or more.

My sincere thanks to the very many Chesapeake Region members who organized, managed and volunteered to help at these two, canceled events. Your efforts are much appreciated.

Nick Prevas had everything ready to go, with member's cars, printed directions and maps for our Sunday, March 15th participation in the annual, and always fun, Baltimore Saint Patrick Parade. Following the Maryland government mandate, Parade organizers canceled the event.

We had received registration fees from more than 200 vendors that planned to participate in the Collector Car Swap Meet on Saturday, March 14th. The Howard County Fairgrounds had no choice but to close the Fairgrounds until further notice, or at least two weeks. To say that I, and all the committee chairs, were disappointed is quite an understatement. Everyone had worked so hard to prepare for this event. This promised to be our largest, most successful swap meet ever. There was no possibility to reschedule the event at the Fairgrounds. Their calendar was booked for the remainder of the year. Our Collector Car Swap Meet for next year has already been scheduled: Saturday March 13, 2021. We will be refunding registration fees to all vendors and inviting them all to join us next year. Tom Young received an enormous number of phone calls all day on Thursday from vendors, who also were very disappointed at the cancellation.

I would also like to thank all our members who had prepared food in advance and hope that you were able to freeze what you made or donate it to a charitable organization. I had prepared about 15 pounds of chicken noodle soup, which I donated to an organization called "Gods Meal Barrel" in Hanover, PA. they were very happy to receive it for their people. If you do have things to donate, possibly your local Fire or Police stations will accept them.

Though we always have concerns about weather for our annual swap meets, who would have thought that this year influenza would be a problem. I hope that all our members are staying well and are taking all precautions to stay safe until this coronavirus pandemic subsides.

Looking forward, please be sure to check our newsletter and website for the many Chesapeake Region events scheduled in the upcoming months. Due to the early and enthusiastic response to our planned Chesapeake Region 65th Anniversary event on July 11th, reservations have now been CLOSED. We have reached the maximum capacity of the boat on which we will hold our crab feast and lunch. If you still wish to go, please call me and I will put you on a wait list, in the event of a cancellation. As we get closer to the date, I will be notifying those registered of their bus pickup location, time of departure, and estimated time of return.

At our well-attended February Membership meeting I announced that the Executive Board members had reviewed the Club By-Laws at their last meeting and recommendations were being made for two small changes to improve the efficiency of our membership management process. Change #1: Free memberships are currently being offered to new Chesapeake Region members. For those persons joining late in the year, during or after September, that offer will be enhanced to also include free membership for the following year. Change #2: Every year our annual Membership Renewal documents are sent out by mail in October, for return with dues payment by December 31st. Most of our members comply. Every year, however, some do not, requiring our Membership Chairman to expend considerable time and effort to reach out for compliance, with repeated reminders by email, telephone and letter. Going forward the policy will change. Though payment of the next year membership dues will continue to be required by December 31st, only one reminder will be sent - in early January. If dues are not received by January 31st of the new year, the membership unfortunately will be terminated.

Remember, when membership meetings resume, the meeting time will be 7:30 p.m. The days are certainly getting longer, and the temperature is increasing daily. I think that Old Man Winter is behind us. We really lucked out this winter with little or no snow which is a good thing. I hate snow! It's time to get your classic ready for the cruising season. I hope that everyone checks their cars over from that long winter nap. Check your fluids and tire pressures. April sometimes brings us a lot of showers, so be sure to test your wipers and replace them if they are dry. You might want to also check your fire extinguishers for show season. If you haven't driven your car in a while it might be best to get it into a shop for a complete checkup.

*Fondly,*

*Paula*

NOTICE: Advertisements by members are free, subject to available space, if in the interest of the club and its members, i.e., antique (AACA defined) vehicles, parts, literature, memorabilia and automotive tools and equipment. Free ads run for one month and must contain the name of a member. Business ads cost $35 annually for a nominal business card size space in TWELVE monthly issues. For ad submission or renewal, contact the Advertising Manager: GARY RUBY, 410.239.3492, rubys55chevy@comcast.net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# *Several Chesapeake Region Members Visit 'The America On Wheels' Museum In Allentown, Pa.*

America On Wheels Museum is a place where everyone can gather to learn, have fun and celebrate first hand America's love affair with cars, trucks, motorcycles and bicycles. These vehicles have touched our lives. They've shaped history, given us freedom and mobility and in many ways, helped define how we see ourselves. As you explore the exhibits and galleries, enjoy the memories and stories these vehicles will evoke.

Museums rely on both benefactors and visitors for funding, and when the needed traffic failed to materialize at Allentown, Pennsylvania's, America on Wheels museum, the institution found itself in financial distress. Enter benefactor Nicola Bulgari who, through his NB Center for American Automotive Heritage, has ensured a future for America on Wheels as part of a grander plan to transform Allentown into a global destination for classic car fans.

Opened in April of 2008 in Allentown, Pennsylvania, the America on Wheels museum billed itself as 'A museum of over the road transportation,' with exhibits covering everything from commercial trucks, since Allentown is home to Mack Trucks to motorcycles, hot rods and race cars. A primary focus was education, and the facility's 49,000 square feet included exhibit space, the Mack Truck archives, a library, a theater, a classroom and a gift shop. Construction loans for the museum reportedly topped $4 million, a sum that required a steady stream of visitors to repay.

*A heavy-duty Mack dump truck is on display.*

*This is NOT an optical illusion! The red 'pedal car' is the same size as the 1930's car with sidemounts. Look closely and you'll see a child's size pedal car in front of the full-size car; which has lap belts so it must operate.*

Thanks to the generosity of car collector Nicola Bulgari, of Rome, Italy, and Allentown, Pa., the museum's future is no longer uncertain.--*Forgoing text from 'America On Wheels Museum' website.*

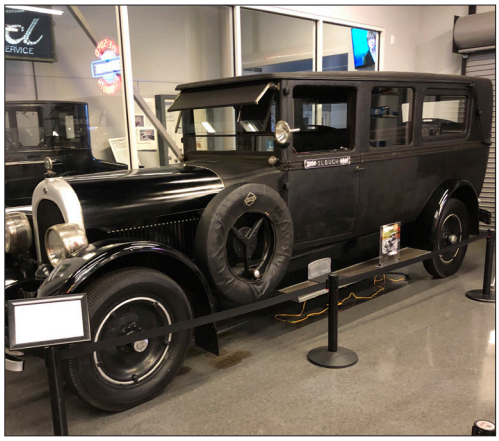
Chesapeake Region members who visited the museum recently: Barbara and Michael Melnyk, Tom Young and Linda Rodgers, John and Chris Young, Tom and Judy Dawson, Norman Heathcote, Gary and Paula Ruby, John and Lynn Horn. John and Tom Young have their 1957, and 1960 Thunderbirds respectively, on display at the museum until the end of March, 2020--***EDITOR'S NOTE: Many thanks to Gary Ruby who provided information and photos for this excursion.***

*On display, an early 1953 or 1954 Chevrolet Corvette. You could have any color Corvette you wanted as long as it was white. Blue-Flame six cylinder and two-speed Powerglide!--All Gary Ruby photos*

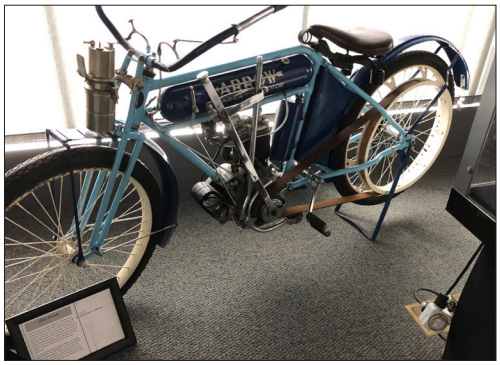
*This is a 1942 Crosley 'Liberty' sedan. Crosley continued to manufacturer automobiles into the early 1950s. They were never a threat to the 'Big 3.'*

*A historically important part of the museum's collection is the 1889 Nadig Gas-Powered Carriage, one of the first gas-powered vehicles driven in America. Henry Nadig, a German-born mechanic living in Allentown, built his gas-powered carriage in 1889, two years before Charles E. Duryea's first gas-powered automobile. Police forced him to drive the carriage at night, because during the day it scared horses. The vehicle was discovered rusting in a collapsed shed in Allentown, and restored.*

*This realistic looking rendering of a 1955 Chevrolet Bel Air convertible was on display at the museum. It is made from a photograph. The iconic '55 Bel Air reeks of youthful exuberance like no other.*



*Could not determine the make or coachbuilder of the above late 20s or early 30s Hearse.*



*The above motorized bicycle looks like a Wizzer, but lettering on the tank clearly says 'ARROW.' Lots of 'rotating mass' next to rider' leg.*

*The above sedan is a 1934 or 1935 Nash Ambassador. Nash was competitive with the Big 3. See page 11 for additional elements to this vehicle.*

*Fans of the Paul Reubens movie, 'Pee Wee's Big Adventure', will recognize the above bicycle from the movie.--Gary Ruby photos*

**Dear Members:**

**Due to the worldwide Coronavirus pandemic sweeping across the United States, we have canceled the March Board meeting and canceled the April membership meeting because of the church being closed.**

**Heed the official warning to stay home and only leave home for important errands, food shopping, doctor visits and so forth. If you can have food delivered so much the better. Practice 'social distancing' with other people including relatives and friends. Don't shake hands, wash your hands for twenty seconds often and use an effective hand sanitizer.**

*Paula L. Ruby, President*

# *29th Annual Orphan Car Tour*

## *'A River Runs Through It'*

## Saturday June 6, 2020

**Call 540.364.1770 for information or,**

**email: tourdirector@orphancartour.org**

**VISIT: CHESAPEAKE REGION WEBSITE**

**FOR MORE COMPLETE INFORMATION**

*Jon Battle, Tour Director*

## *Chesapeake Region Antique Automobile Club of America, Monthly Membership meeting minutes, March 9, 2020*

The monthly meeting of the Chesapeake Region of the AACA, (Club or CRAACA), was held on March 9, 2020 at the Divinity Lutheran Church in Towson, Md. There were 35 members in attendance

**Welcome: President Paula Ruby** - President Ruby thanked everyone for coming and called the meeting to order at 7:00 P.M.

**Secretary's Report: Tom Dawson** - Tom read the minutes of the February Board meeting as prepared by President Paula, Tom was unable to attend. A motion was made by Ruth Synodinos to approve the minutes as read and seconded by Tom Young. The motion passed.

**Treasurer's Report: Jack Treadwell** - Jack gave a comprehensive report on the Club's finances. A motion to approve Jack's report was made by Anne Marie Ramsburg and seconded by Gene Sauter. The motion passed and will be held for audit.

**Vice President's Report: Al Zimmermann** - Al deferred his report to old business and the discussion on the upcoming Flea Market and Swap Meet.

**Membership/Facebook Report:** Vicky Wilmer - Vicky announced current membership figures as follows; 375 adults, 8 juniors and 11 students, for a total of 394, not including new member applications submitted for approval tonight. Those applicants under consideration are, Craig and Rachel Bober, owners of 1941, 1948 and 1963 Buicks, Robert and Kathy Baer who own a 1969 Pontiac LeMans, a 1958 Edsel Pacer Convertible and a 1948 DeSoto and David and Ellie Meyd, owners of a 1940 Ford and a 1950 Chevrolet. A motion was made to approve these applicants by Norm Heathcote and seconded by John Shenton. The motion passed unanimously bringing our total membership to an even 400. Welcome all! Vicky also reports that the Facebook committee has sent out a blast for the upcoming flea market and have received 1,400 responses! It should be a banner day if the weather holds. President Paula announced a new policy regarding membership renewals. Going forward, dues payments are due by December 31st of the current year. If not paid by then, you will receive one notice in January. If payment has not been received by January 31st, your membership will be dropped from the Club roster!

**Activities Report: Phil Hack** - Phil announced that immediately following the Flea Market and Swap Meet on March 14th, will be the annual St. Patrick's Day Parade, headed up by Nick Prevas on Sunday, March 15th. The Jay Crist Collection Tour is now filled and the Fire Museum Show, set for July 11th, has been expanded to include awards plaques and a food truck on site. As always, please consult the Club's website and the Bulletin for all our activities as well as those sponsored by other local organizations. President Paula gave an update on the '65' Anniversary Bus Trip and Crab Feast/Boat Cruise. Both busses are filled! You may still come, (there are only 16 spaces left on the boat), but you would have to drive yourselves to Hurlock, Md. The bottom level of the boat, (air conditioned), will hold 80 people, the remainder will be on the top level, (non-air conditioned but great view). That will be determined by the date in which your registration and payment was received. Everyone will receive written notice of the location of your bus departure. The bus will arrive at that location at 8:30 A.M. and depart at 9:00 A.M. sharp! President Paula will exchange cell phone numbers with everyone in case of emergencies.

**Technical Report: Gary Ruby** - Gary gave a report on SEMA's, (Specialty Equipment Manufacturer's Association), efforts in opposing Md. House Bill 1258 which would require antique cars less than 40 years of age to have emissions testing. Because of strong enthusiast opposition, the bill was withdrawn. However, the bill may be reintroduced next year. Please consider signing up for the SEMA Action Network, (SAN), at no cost or obligation.

**Chief Judge's Report: Norm Heathcoate** - Norm reports that the plaques for both the Fire Museum Show and the Early Ford V8 Club's Howard County Farm Museum Show are complete. Flyers for these events will be available at the Flea Market and Swap Meet.

**Bulletin Report: Bill Wurzell** - Bill states that he should have ample copy regarding the Flea Market for next month's Bulletin, but he is always looking for articles on cars in our Club member's collections. Bill then passed around some interesting old Bulletins dating back to the early 90's that he received from Helen Gordon.

**Publicity/Web Site Report: Buzz Diehl** - As always, Buzz keeps busy developing promotional flyers for upcoming events, updating the membership roster, working with Vicky on member database and keeping the web page up to date.

**Director's Report: Gary Wilmer** - Gary deferred his report to Flea Market update under Old Business, Director's Report: Tom Young - Tom reported on the recent Thunderbird Club's display at the America On Wheels Museum in Allentown, Pa. Both Tom and brother John had their beautiful Birds on display along with eleven others. Several Chesapeake Region members enjoyed a very nice day trip to a very nice museum!

**Sunshine Report: Margaret Werneth** - President Paula reports that Margaret has sent get well cards to Owen Garland and Maggie McGovern. Vicky Wilmer gave an update on how Helen Gordon is doing, as well as the status of Chuck Talbert and Ed Allen.

**Old Business/Flea Market Update** - President Paula stressed the need for help both on Friday, set up day and for Saturday, the day of the event, especially take down and clean up. Even an hour or two to give others a break is greatly appreciated. Committee chairs, Al Zimmermann has his parking crew in place, Gary Wilmer is set with his people for vendor field layout and Vicky Wilmer is looking for more volunteer commitment as well as food and cash donations Tom Young is anticipating a sell out of vendor spaces and feels that if the weather holds out and it is a nice day, as is the forecast, we could have another record Swap Meet!

**New Business - Trip Franklin** -- Gave us a feel for what it's like to rub shoulders with the rich and famous with his description of his trip to Amelia Island's Concourse d'Elegance. Fulfilling a bucket list item for him, he highly recommends it for all "Motorheads". (Bring plenty of money!)

**Refreshment Coordinator: Nancy Matheu** - Tonight's refreshments were provided by Anne Marie and Don Ramsburg and JoAnne Day. Delicious!

**50/50 Raffle: JoAnne Day** - The winning ticket was drawn by John Horn and belonged to Ruth Synodinos who then generously donated her share to the Club for purchase of provisions for the Swap Meet concessions. The Club's portion will be donated to National's building fund. There being no further business to discuss, a motion was made to adjourn by Ruth Synodinos and seconded by Gene Sauter. The motion passed and the meeting was adjourned at 8:30 P.M.

*Respectfully submitted,*

*Tom Dawson, Secretary*

## *Andrew Wilmer Receives AACA Scholarship*

Andrew Wilmer of Hampstead, Maryland has been involved in AACA since he was born. He is the son of Mr. and Mrs. Gary Wilmer, of Hampstead.

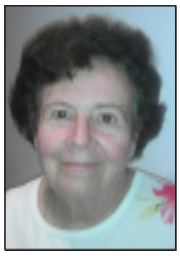
Andrew is very active in AACA's Chesapeake Region, as well as the Capital Region of the Early Ford V8 Club. Andrew is a student at Clemson University pursuing a degree in environmental engineering. Andrew's twin brother, Todd is also an engineering major at Clemson University.

*Andrew stands next to his family's 1963 Pontiac Bonneville convertible.*

## SUNSHINE REPORT:

By: Margaret Werneth

*I sent get well cards to Owen Garland and Maggie McGovern. Vicky Wilmer gave an update at the March membership meeeting on how Helen Gordon is doing, as well as the status of Chuck Talbert and Ed Allen.*



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Event photos courtesy of Harold and Barb Diehl, Paula and Gary Ruby; Philip Hack, and Bill Wurzell; proofreaders: Harold Diehl and Lynn Horn.

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## Elected & Appointed Officers For 2020

Elected positions make up the Executive Board of the Club with full voting rights:

**President:** Paula Ruby
2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.627.1642 *paulaspackard@hotmail.com*
**Vice President:** Al Zimmermann
12887 Eagles View Road, Phoenix, MD 21131
H-410.560.0237, C-443.470.0637 *zimmco1@comcast.net*
**Secretary:** Thomas R. Dawson
1920 Gibson Road, White Hall, MD 21161 H-410.688.8358 (cell)
*tomdawson315@gmail.com*
**Treasurer:** Jack Treadwell
2034 Freeland Road, Freeland, MD 21053, H-410.925.7024,
*jetreadwell@comcast.net*
**Membership Chairman:** Vicky Wilmer
52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7703
*wilmervicky@gmail.com*
**Director at Large:** Gary Wilmer
52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7690,
*wilmervicky@gmail.com*
**Director at Large:** Tom Young
613 McHenry Road, Baltimore, MD 21208, H-410.653.3108,
*tbirdtoms60@verizon.net*
**Activities Chairman:** Philip Hack
1125 Greenway Road, Cockeysville, MD 21030
H-410.292.3656, *Phack126@gmail.com*
**Chief Judge:** Norman Heathcote
305 Gwynnbrook Avenue, Owings Mills, MD 21117
H-410.356.3459, cell: 410.227.2040, email: *vvomllc@hotmail.com*
**Technical Chairman:** Gary Ruby
2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.299.3887, *rubys55chevy@comcast.net*
**Publicity & Website Administrator:** Harold 'Buzz' Diehl 6514 Maplewood Road, Baltimore, MD 21212, H-410.377.5265,
*hdiehl60@hotmail.com*
**Sunshine/AACA Reporter:** Margaret Werneth
9701 Oak Summit Avenue, Parkville, MD 21234,
H-410.668.3749, *jfdesoto@aol.com*
**Historian:** Walter E. 'Chip' Miller, 209 Cinder Road, Timonium, MD 21093, 443.681.0236 *walteremiller@msn.com*
**Chesapeake Region Bulletin Editor**: Bill Wurzell,
8801 Bosley Road, Suite 104, Ellicott City, MD 21043, H-410.750.0056
C-410.245.7164 *54desotosedan@gmail.com*
**Program Director:** Jackson L. Anderson, Jr., 222 Ritterslea Court
410.363.7088 *chev565041@comcast.net*
**Refreshments**: Nancy Mattheu, Coordinator 20600 York Road
Parkton, MD. 21120, H-410.357.8481--*twirlingmemere@comcast.net*

## SOCIAL MEDIA

Like us on Facebook @ Chesapeake Region AACA

### Maryland Motor Vehicle Facilities Are CLOSED Until Further Notice

Shortly before press time we received this notice.

The safety and health of our customers and staff is a top priority for Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA). To do our part to prevent the spread of COVID-19 and following health and safety recommendations from State and Federal partners, we are closing our offices effective close of business on Friday, March 20, 2020 **until further notice**.

Even though we cannot assist you with your transaction in person, there are still many ways to take care of your MDOT, MVA business using our ***eStore, 24-hour kiosk, or VEIP self-service kiosk.*** If you are eligible, many transactions including driver's licenses, identification cards, vehicle registration renewals, change of address, insurance compliance payments and information on flag fees are all available online. Please be aware that due to staffing limitations, some services may take longer to process than usual.

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## *APRIL MEETING:*

***Monday April 13, 2020 at 7:30 pm***

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# Photo From 'World Of Wheels' Museum Tour

The intrepid group of members that visited the 'World of Wheels' Museum in Allentown, Pa., also visited our good friends at Prueitt Restorations.

The museum had so many displays we couldn't get all the pictures in two pages! We couldn't leave out a picture of Chesapeake Region President, Paula Ruby standing beside one of the larger displays. It was part of the display of the mid 1930s Nash Ambassador sedan. Another feature was on a large shelf, suspended from the ceiling. It held the entire dashboard of the Nash sedan, very impressive.

During this tour, the group also stopped by Prueitt Restorations in Glenrock, Pa. Its always fun visiting David Prueitt in his natural habitat. Getting a peak at what they are working on and what is completed or nearing completion. They had a couple dandies on the floor. The nineteen thirties Chrysler Imperial four-door touring convertible pictured below. Another car, an Italian Milano ISO. Great looking coupe, with the powerful, but inexpensive to operate V8 from the Chevrolet Corvette parts catalogue, and a common Borg-Warner manual transmission. So sorry we didn't have room for a picture of the car.--*Bill Wurzell*

*Paula is standing next to the same model Nash sedan that's on page 7, only this one is unrestored and it looks the part!*

*The tour group also stopped by Pruiett Restoratons in Glenrock, Pa., where they saw this beautiful 1930s Imperial four-door touring convertible.*

*A LOOK BACK WITH FRANK O'DONNELL*

# Twenty-Five Lessons Learned While Doing Car Restorations

***By Frank O'Donnell, AACA***

Here is a list of twenty-five of the best lessons I have learned while doing restorations over the years:

25. Uttering the words, *"While I'm at it..."* Inevitably leads to a full, frame-off restoration.
24. One out of every four bolts you have to remove won't come out (usually the last of the four, or whichever one of the four is the hardest to reach).
23. Putting parts in zip-lock bags is useless if you don't label the bag.
22. Parts will FIT in the wrong direction, but they will not WORK.
21. Do not disassemble more than one car at a time in the same garage.
20. If you're working on a car under a lift, the tool you need is always on the floorboard of the car above you.
19. If you choose to buy an electrical part made in China, you have better odds of winning the lottery than it working after it is installed.
18. Realize that there is no one, quick, dependable way to bleed disc brakes.
17. It is easier to run a whole new ground wire than it is to find out why the original ground isn't working.
16. *NEVER* expect a spring clamp or an A-tower clamp to effectively do what it was designed to do.
15. Even Arnold Schwarzenegger can't torque a three-spoke wheel spinner to 450 ft. lbs.
14. Take your original estimate of how many days it will take to complete your restoration; and then double the estimate to find your approximate date of completion.
13. Take your original estimate of how many dollars it will take to complete your restoration; and then double it to find your real cost of the restoration.
12. What your spouse refers to as a dishwasher is actually a parts washer.
11. In your entire garage, full of old AND new tools, you won't have the ONE tool you need to complete the job.
10. If things seem to be going really well, it's only because you don't yet realize something bad is happening.
9. Something will always leak or drip...*always*.
8. In disassembly, your camera is your best friend.
7. When the one last important part you need to finish the job finally comes off the UPS truck, it's either the wrong part, doesn't work, or won't fit.
6. If you can't do the work well enough yourself, write the check.
5. If you can't figure out how to fix it, move on to something else. Sleep on it. A solution will come to you in time.
4. If you're working under the hood of a car and drop something, it will always roll to the middle of the car, just out of reach.
3. The more difficult the assembly, the greater the chance you'll leave out a part. Of course, you won't realize this until you've successfully reinstalled the item back on the car.
2. Never let a relative do your restoration in his garage.
1. Everything looks good if you stand far enough away.

***foxlovescars@comcast.net***

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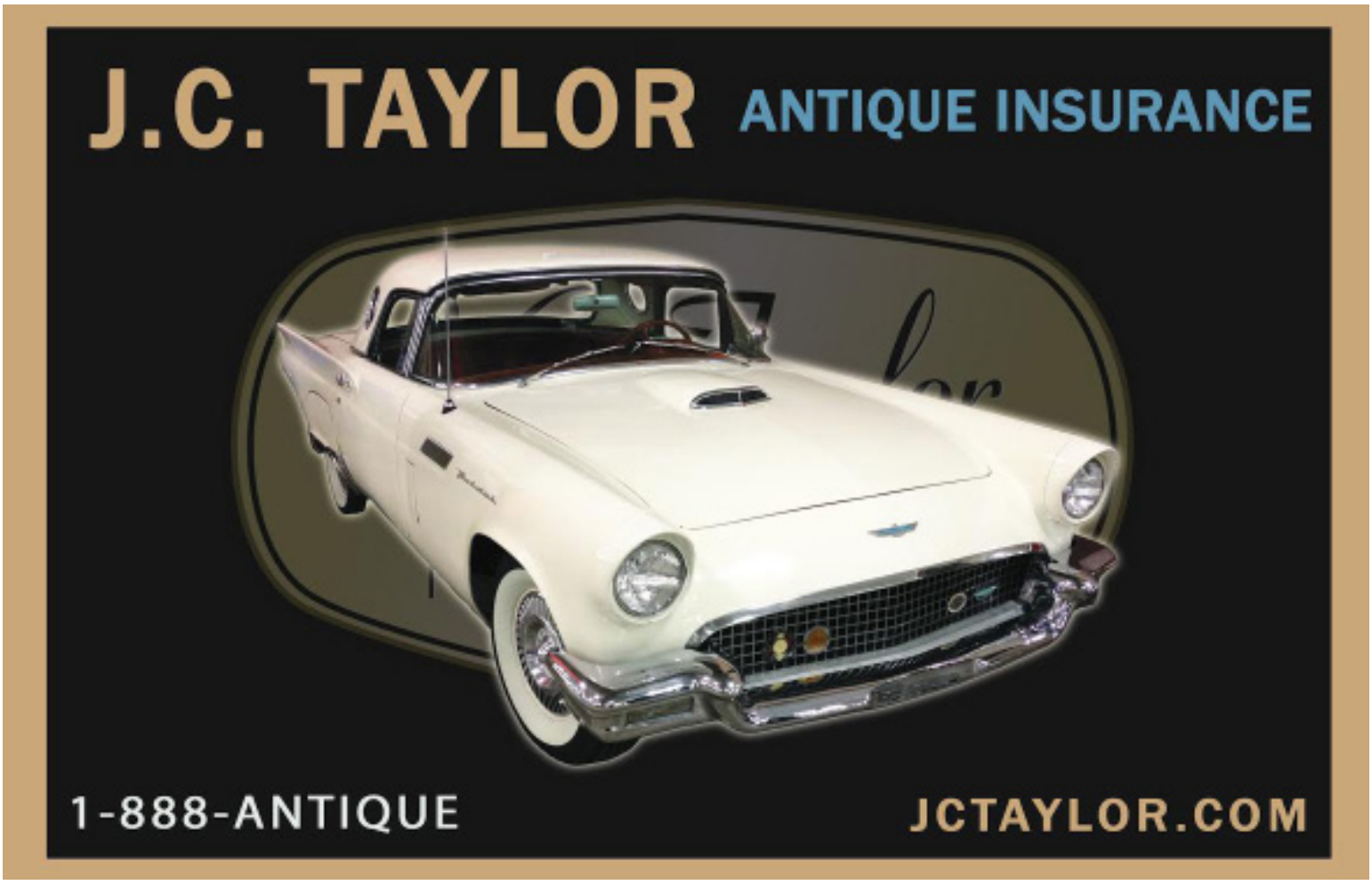
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