

# THE CHESAPEAKE BULLETIN

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## Annual Meeting Started AACA's 75th Anniversary Celebration

The AACA Annual Meeting is always held as scheduled despite any bad weather. The 2010 Meeting, on February 12<sup>th</sup> and 13<sup>th</sup>, just happened to be preceded by an historic east-coast snowstorm that turned into a blizzard, shutting down travel in several states including Pennsylvania. For a time on Thursday, the 11<sup>th</sup>, road travel in eastern Pennsylvania was restricted. However, antique car enthusiasts are a hardy bunch and many members were able

to get to the Meeting by any possible means. While Susan and Terry live in Chesapeake, VA, Terry has been a Chesapeake Region member since 1975, when he was stationed in Baltimore. In the recent past, he often had a vendor space at the Flea Market selling an eclectic mix of original memorabilia including automotive sheet music. In his Awards Banquet acceptance speech, Terry mentioned that he is a long-time member of two regions – Tidewater and Chesapeake.



Chesapeake Region had two members selected for National Awards for their cars – Rich Berger and Ferd Driver. Karen and Rich Berger came to Philadelphia knowing that they were going to get a National Award for their 1953 Buick Skylark convertible. But, the AACA practice is to announce the specific award at the wrapup Awards Banquet on Saturday. At the Banquet the Bergers found out the Skylark was chosen for the Post War Car Award Eastern Division. This capped off a weekend of excitement for them.

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to get to the Meeting by any possible means. While attendance was down somewhat, it was a spirited crowd enjoying the start of the Club's 75<sup>th</sup> Anniversary year. As usual, there were many events to attend during the two days: hobby seminars and the Trade Show both days, the Region President's Dinner Friday, AACA Museum Auction Friday night, judging schools Saturday, the General Membership Meeting, and the Awards Banquet Saturday night.

In spite of the weather, Chesapeake Region was well represented by: Karen and Rich Berger, Sandra and Ralph Stroud, Al Storrs, Susan and Terry Bond, Franklin Gage, Ted Schneider and Thelma and Ferd Driver. Several other Club members registered but were unable to travel.

At the Membership Meeting, Terry Bond was announced as the

*The Berger's 1953 Buick Skylark convertible won the Post War Car Award East. The car got its Senior award at the 2008 Eastern Spring Meet, Cumberland, MD and its First Preservation award at the 2009 Eastern Spring Meet, Gettysburg, PA.*



*Scenes from around the 2010 Annual Meeting from the left: Kim Gardner (former AACA Librarian) with her husband, registration desk on the upper level, rear views of the 1935 Ford woody and the 1935 Brewster Town Car, the 75<sup>th</sup> Anniversary picnic basket on sale inside at the Kyana Region booth, and the Ford Motorsport banner ready for the Auction Friday night.*

# 2010 Annual Meeting In Philadelphia



*Rich & Karen Berger*



*Ferd & Thelma Driver*



*Terry & Susan Bond*

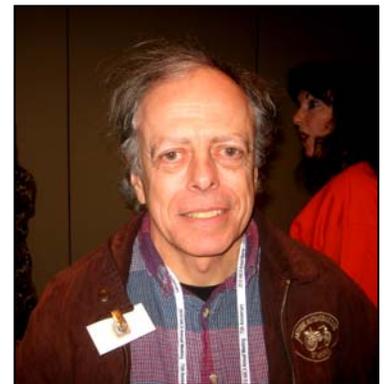
*Thelma & Ferd Driver's 1930 Ford Model A Tudor sedan with this interesting wobbly-wheel camping trailer won the 2009 National Award for Driver Participation vehicles.*



*Ralph & Sandra Stroud*



*Al Storrs, Jr.*



*Franklin Gage*



*1935 Brewster Town Car on display*



*Howard Scotland*



*Earl Beauchamp*

### Annual Meeting – continued

Their Buick Skylark has an unusual background. Rich has owned the car since 1964, when he bought it as a used car for \$700 cash while he was attending college. That sum of money was a lot back then for a college kid and Rich had to borrow \$200 to come up with the whole amount. He asked his girlfriend at the time for a loan (it was Karen), but Rich never got around to paying her back.

When Rich bought the Skylark it had 22K miles on the odometer and was at a local Buick dealer in his Pennsylvania hometown. The thing about these Skylarks was that Buick produced them as the company's 50<sup>th</sup> Anniversary commemorative car – only 1,690 were made. The '53 Skylark was based on the Roadmaster convertible sharing the chassis, engine, and driveline of these big cars and some of the body panels. Even when they were new, the Skylark was considered a collector car. In 1953 a Roadmaster convertible retailed for about \$3,200 and the Skylark was more than \$5,000, a 55% premium.

Rich had connection in the car business in his town and knew about this car because his uncle sold it new. Rich knew that the car was special because it wasn't on the dealer's used car lot. It was stored in the basement of the dealership. But because of the recession at the time, it was available.

The Skylark was a daily driver for a few years and then it was stored again, with 49K miles on it, for many years in Pennsylvania and later in Maryland.

This '53 Skylark had some unusual accessories – a continental kit and air horns. These were later removed. In Rich's thinking he actually got the car for free because years later he was able to sell the continental kit to another collector in California for \$700.

The restoration was started in 1993 and finished in late 1999. Rich did the body and paint, but farmed out the engine and interior. The restoration has held up well because this Buick is a driver – it's driven to all the shows and meets.

Thelma and Ferd Driver's 1930 Ford Model A is the ultimate driver car.

And they were a little mystified about what kind of a National Award their Model A would qualify for.

However, they received the Drivers Participation Award as the one car selected in 2009 throughout AACA's four divisions. The award recognizes an outstanding car and owner who is the best example of the spirit of maintaining and driving a collectible vehicle. This award was originated by the families of John Bittner and William Swigart.

The Drivers Participation Class (no it wasn't named for Ferd) was established to encourage AACA members who weren't competing in the show classes to drive an antique car to National Meets and display it on the showfield.

Ferd bought his 1930 Ford Model A from a guy in Bel Air. It's a Tudor Standard sedab with a few period enhancements to make long distance driving more reliable. The engine was rebuilt with a counterbalanced crank and has an accessory Police head with higher compression, plus a high speed rear end. But the most interesting enhancement is the little camping trailer with the wobbly-wheel that is attached to the back bumper. The whole rig is one of the most unusual Model As you will ever see.

This Ford Model A also has a driving award from the Model A Restorer's Club (MARC) – It's been to Toronto; Green Bay, WI; Indianapolis (including a spin of the Motor Speedway); Williamsburg, VA; and Dayton, OH just to name a few locations. Ferd has put about 30,000 miles on the car.

Unlike the Buick Skylark's very limited production, the Ford Model A was a sales leader with almost five million produced in the four years of 1928 to 1931. It was a durable, low cost, economical car in its day.

It's noteworthy that Chesapeake Region had an outstanding year for National Award nominations. Besides Rich Berger and Ferd Driver, also nominated were: Ralph Stroud, 1927 Chrysler roadster; Ed Allen, 1957 Chevrolet Bel Air convertible; Dan Materazzi, 1958 Corvette; Tom Young, 1960 Ford Thunderbird hardtop; and

Courtney Shenkle, 1967 Buick California GS. Of the approximately 4,000 vehicles shown at the 2009 AACA National Meets, about 350 were nominated for a National Award, and there were 61 winners announced at the Annual Meeting. It's a distinct achievement just to get nominated. Congratulations to all these Club members.

In the communications awards area, the Club received an Excellence award for *The Chesapeake Bulletin*. Also, the Club received an Excellence award for our website, [www.aaca.org/chesapeake](http://www.aaca.org/chesapeake). We now have five consecutive awards for the *Bulletin* and four for the website. Ted Schneider received two National Awards – one as a Master Editor for the *Bulletin* and the other as the WebMaster for the website. One thing that all our members ought to recognize is that these awards wouldn't be possible without a Club and members that are active on the local and national antique car hobby scenes. After all, both publications are a chronicle of who we are, what we're doing, and the fun we're having with this hobby.

There were two more Chesapeake Region connections at this Annual Meeting. Earl Beauchamp officially retired from the AACA National Board after serving 15 years (the limit) including AACA President in 2004. Earl was a Chesapeake Region member for many years and was the Club's President in 1965 and 1976.

Howard Scotland, who lives in Wyoming, was also in attendance at the Annual Meeting. Howard was recognized for his substantial support of the AACA Museum's Endowment Fund. Howard was a long time Chesapeake Region member and was the Club's President in 1969 and served two terms as AACA President in 1988 and 1989.

This year's Annual Meeting set a positive tone for the AACA's 75<sup>th</sup> Anniversary. With eighteen National Meets and Tours on the calendar and a full schedule of Chesapeake Region events locally, our Club's members will be busy all spring, summer, and fall. In the antique and collector car hobby, it doesn't get any better than this.