

# THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of  
**Chesapeake Region**  
**Antique Automobile Club of America**  
**Towson, Maryland USA**  
**Volume 60 Number 9 September 2020**



## GRAND NATIONAL & ZENITH AWARDS

# When Life Hands You Lemons, Make Lemonade!

By Bill Wurzell, Editor  
*The Chesapeake Bulletin*

Turning negative into positive is exactly what AACA and three Regions did on Saturday, August 21-22, to pull off the 2020 Grand National Awards Show. As everybody undoubtedly knows by now, this event was scheduled to be held in Allentown, Pennsylvania. Only a short time before, the event was abruptly canceled due to ramifications of the Covid-19 pandemic.

Antique Automobile Club of America officers frantically contemplated, where to move an event of 600 or more vehicles in such a short time? The logistics are mind boggling.

AACA desperately needed a venue that checks 'all the boxes', namely: Hotel accommodations for hundreds of members, parking for registered show vehicles, parking for 450 or more trucks and trailers, additional parking for visitors and spectators, restaurants of all kinds, all on site or very close by.

As we said, it boggles the mind. From past experience with the 2018 National Spring Meet hosted by Chesapeake Region. AACA Execu-

tive Director, Steve Moskowitz and past President, Tom Cox knew one venue that 'checks all the boxes' is the Wyndham-Courtyard Hotel Complex in Gettysburg, Pa. But, can they

accommodate our event this summer? What about the difference of 151 miles between the two sites? First things first. If the Gettysburg  
*Continue to page 7, 'GRAND NATIONAL'...*



Joe and Julie Tonietto of Troy, Michigan, transformed this 1958 Buick Caballero station wagon into a vehicle capable of winning the Antique Automobile Club of America's Zenith Award during the weekend of August 21-22, 2020, in Gettysburg, Pennsylvania--Photo courtesy of AACA

## Add 'Firetruck Facilitator' To Paula's List Of Titles'

During the month of August, while we were adjusting to the changes brought on by AACA's switch of the Grand National Event from Allentown, Pa., to nearby Gettysburg, Pa., there was another bizarre occurrence.

A gentleman in New Jersey purchased a 1920 Stutz Firetruck, located in Centerville, Maryland. This was reportedly the only remaining 1920 Stutz Firetruck in existence.

The problem was the garage and massive property where the firetruck was garaged in Centerville, was sold and the owner was desperate to get everything not included in the property out. They had been in contact with the owner of the Stutz and told them they were going to pull the truck out of the garage and park in on the street, very soon.

The buyer of the Stutz firetruck commissioned Norman Hutton, also of New Jersey, who is an AACA Vice-President that also happens to own a transport company in New Jersey to retrieve the truck and bring it to his location in New Jersey. Apparently the state of New Jersey had tight constraints on all citizens

*Continue to page 3, 'Firetruck...'*

## AUGUST 15

# Best Ever Turn Out For Sunshine Grille

It's no secret there is a pent-up desire to get back to normal with our shows and classic cars. The August 15 show at the lovely Sunshine Grille in Fork, Maryland is a perfect example.

Even though I don't have an old car to show anymore since I sold my 1954 DeSoto Fire-dome, I still enjoy attending shows and talking to members and spectators. Additionally, it gives me something fresh to write about.

After being cooped up in my condo all week, I was really looking forward to the 'Sunshine Grille' show. Of course the weather didn't cooperate. Early Saturday morning it was raining in Ellicott City, and the sky looked ominous. The weather forecast didn't offer any solace other than to hear, 'most of the rain is south of Baltimore.'

I had planned to leave at 8:30 but, it was raining pretty hard and I waited about 45 minutes. A walk outside and 'voila' the rain had stopped. By the time I left for Sunshine Grille, the streets were beginning to dry up.

I was fairly pleasant drive up the Beltway to the Cromwell Bridge Road exit and all the little

country roads that ultimately take you to the quaint village of Fork, Maryland.

*Sunshine Grille pictures on page 2!*



John Shenton, Jr., sits in front of his 1965 Plymouth 'Cuda after a delicious breakfast at Sunshine Grille. John was with his two sons waiting to be seated and I asked to join them. John generously paid for all of us! All his sons and I did was cover the tip!--Bill Wurzell photo

*Photos from Sunshine Grille, August 15...*



*Long time member, Pat Wenderoth stands beside his eye-catching Cadillac two-door hardtop. Pat has several other classic cars.*



*New member, Ross Miller stands beside his 1941 Studebaker Commander sedan. Ross has a shop in Parkton and works on old cars.*



*Tom and Judy Dawson's venerable 1960 Chevrolet Bel Air sedan.*



*Ross' 1941 Studebaker was decked out for the August 15, 1945 celebration of 'Victory In Japan'. Ross also has a 1949 Nash Ambassador.*



*Gary and Vicky Wilmer's recent acquisition, a 1972 Buick Centurion Convertible. Sunshine Grille show was a perfect day for a convertible.*



*Robert Natale's elegant 1964 Buick Riviera with 'razor edge styling.' Introduced in 1963, the 'Riv' drew buyers away from Studebaker's Avanti.*



*Another Buick! This is a 1960 Electra 225 sedan that 'reeks' of class inside and out. The Electra is 225 inches long, tip to tail.*



*Some lucky son-of-a-guns', little red Corvette!*



Member Ken Stevenson is all smiles as his beloved 'Henry', a 1947 Ford DeLuxe convertible won a Grand National award at the show on Saturday, August 22, 2020, in Gettysburg, Pa.

*Continued from page 1, 'Firetruck...'*

movements due to the Covid-19 pandemic. Mr. Hutton was afraid if he ventured out, he would incur a sizable fine. So, he contacted Paula Ruby, Chesapeake Region President and AACA Vice-President in Manchester, Maryland, to see if she knew of a transporter that could handle a vehicle the size and weight of a firetruck. Paula hooked up a transporter with Mr. Hutton and they made a deal.

The transporter picked up the truck in Centreville and brought it to Paula's house in Manchester, parking it at the top of the Ruby's huge driveway. The plan was for Mr. Hutton's transport company to pick up the Stutz when they traveled from New Jersey for the Grand National Show and Awards, or shortly thereafter.

This is a story of many people communicating and coordinating an action plan to save a rare old relic from the past. When I asked Paula if I could run a little story in the September Bulletin, she said: "Sure, Gary did all the work."--Bill Wurzell, Editor



The 1920 Stutz pumper truck is pulled out from the garage it has occupied for a long time and into the sunshine, bound for Manchester, Md.



The 100-year-old Stutz 350 gallon per minute pumper sits after being brought to Paula and Gary Ruby's home in Manchester, Maryland. It escaped a possible disastrous fate after Paula's intervention.--Gary Ruby photos

# Testing Positive For Covid-19

By Norm Heathcote  
Chesapeake Region Chief Judge

My family and I were careful not to interact with others and wear a mask to the store and keep our distance. On July 31st, we attended a birthday party for my nephew at my sister-in-laws' house.

There were eight of us present and we didn't wear masks or socially distance as recommended. My wife, son, daughter-in-law and granddaughter had been seeing each other throughout the pandemic without any problems, so therefore we thought it was safe to attend the family event.

On August 3 to 5, I experienced headaches, chest pains and noticed that I had a fever. I found out on August 7th that my son had tested positive for COVID and after several days went to the emergency room at GBMC suffering from shortness of breath. At GBMC he was put on oxygen and steroid medication. Fortunately, my granddaughter and daughter-in-law tested negative.

I then decided to have my wife and I tested at Mercy Hospital on August 8th and found out that both Lisa and I tested positive on August 12. We went to the GBMC emergency room on Aug 14 also suffering from shortness of breath and were admitted. My son was sent home the next day.

Lisa and I remained in the hospital until August 20th when we walked the hall while our oxygen levels were monitored, and we were discharged that day. We continued to take steroid medication and today August 24th, are beginning to feel a little more normal. I can't say enough good about the treatment we received at GBMC.

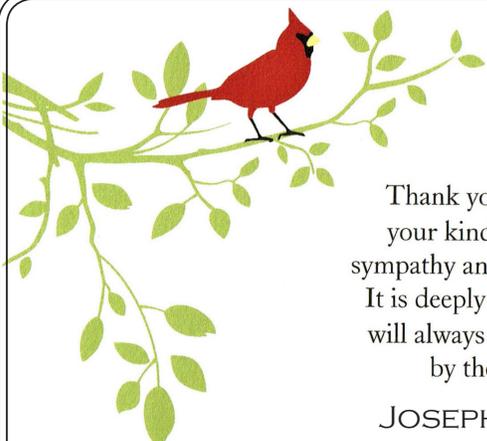
**PLEASE WEAR A MASK AND SOCIALLY DISTANCE.** It may be uncomfortable, but spending a week in the hospital on oxygen is far more uncomfortable.

## Chesapeake Region Members Winning A Grand National Award August 22, 2020

- \*Charles Gillett, 1934 Pierce-Arrow Le Baron four door convertible. 1st Grand National
- \*Owen Garland, 1955 Ford Thunderbird, Repeat Senior Grand National
- \*Howard Friedman, 1968 Plymouth Baracuda, Senior Grand National
- \*Tom Young, 1960 Ford Thunderbird, Repeat Senior Grand National
- \*Gary Wilmer, 1963 Chevrolet Impala hardtop 409, Repeat Preservation
- \*Phil Hack, 1947 Chevrolet Woodie wagon, 1st Grand National
- \*Nick Prevas, 1960 Chevrolet Impala convertible, 1st Grand National
- \*Ken Stevenson, 1947 Ford DeLuxe convertible, Senior Grand National

**CONGRATULATIONS TO ALL!**

### Card Of Thanks...



Thank you sincerely for your kind expression of sympathy and thoughtfulness. It is deeply appreciated and will always be remembered by the family of

**JOSEPH A HORST**

## *The President's Message*

### *From Paula Ruby*

### *Hello Chesapeake Members!*

**W**ell summer is almost over and not a whole lot of things have happened. We were fortunate enough to have the Sunshine Grille Cruise-in on Saturday, August 15th. Not really knowing how many people were going to attend, we started our day at 10 am. Before long, we surprisingly had about 45 cars show up. Not all were from Chesapeake Region which made it even better. We even signed up a new member that day for both the National AACA club as well as Chesapeake Region. Thank you to all that showed up. You can see some great pictures taken by Buzz Diehl on the website. Word was spread on Facebook about the event and people were excited to come out.



The next event that some of our members participated in was the AACA Grand National held at the Wyndham Hotel complex in Gettysburg, PA. The event was originally to be held in Allentown, PA at the NB Center, but had to be canceled due to COVID restrictions. So National AACA scrambled to find a new location. They remembered what a great place the complex in Gettysburg, PA was, where Chesapeake Region hosted the 2018 AACA Eastern Spring Meet. Arrangements to locate there were made and the clock began ticking to get everything in place to move the event and make it happen. Chesapeake Region members became crucial assets, providing our layouts for parking trailers and cars that we had used in the past. Normally I do not name names because I am afraid to miss someone, but I am going to do it this time. I would like to thank the following people for taking their time on Thursday, Friday, and Saturday. Thanks to Al Zimmermann, Tom Dawson, Ken Stevenson, Ken Schaffer, Gary and Vicky Wilmer, TW and Jeanette Scott, Owen and Wanda Garland, Phil Hack, Jack Anderson, Franklin Gage, Bill Wurzell, Ken Briers, Bob Natale, Mike Natale, Bill Dorsey, Howard Friedman, Bruce Knott - and to Gary Ruby, Jr. for providing overnight security. Also, I would like to thank former Chesapeake Region member Eric O'Dell, as well as my husband Gary for all of his help in bringing the Early Ford V8 Club trailer to the site, filled with the many supplies needed for organizing and marking the show fields and trailer parking areas.

I will say one thing: When a job needs to be done and done right, just call on Chesapeake Region. We know how to get it done. Look for the article in this newsletter on the Chesapeake Region winners at this year's AACA Grand National. Congratulations to everyone!

We are still working to get the Movie Night and the Poker Run put together. I will keep you up to date on these planned events as time gets closer. In November we usually hold our Annual Banquet. This year might be slightly different and may require a different location if we can pull it off at all. Friendly Farms is not doing any banquets and has not done anything since the end of March. So, this might not be an option this year. I am working to find an alternate location and will keep everyone posted on progress. If I can make the Annual Banquet happen, you will be informed through an email communication, and at the very latest in our October newsletter.

In closing, I hope that everyone is doing well and staying healthy. If anyone has been under the weather, please let me know. Take care of yourselves. I hope to see you all real soon.

*Fondly,*  
*Paula*

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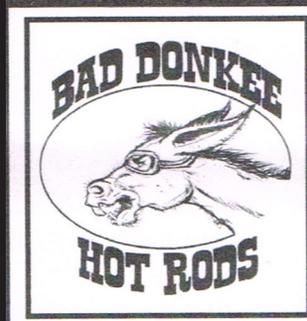
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## ATTENTION

**Sadly, after valiantly trying to keep our 2020, 65th Anniversary Celebration of a crab feast aboard a river boat cruise on the Choptank River, we must postpone the event until 2021.**

**If you haven't received your refund yet, email or call Jack Treadwell, or Paula Ruby.**

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# Inspiration For A Future 'Car Guy'

By Phil Hack

Chesapeake Region Activity Director

Although I didn't know it at the time, 'Al' was a car guy. While I truly believe my love for old cars was innate, Al certainly played a role in my early attraction to them. Al was my dad's best friend when I was growing up and lived three doors down the street. I'm often reminded of him when I see cars he had. At a recent trip to the Classic Auto Mall with Tom Dawson, Al Zimmerman and Gary Wilmer, my memory was piqued again at the sight of this 1951 Ford Woodie wagon. Al had one for a time when I was less than 10 years old. I loved it. I vowed I too would have one just like it someday.

My earliest memory of cars was Al's family's daily driver; a 1955 Pontiac. This car was special. It had a big V8 engine. Dad had a 1955 Chevy station wagon with a six cylinder. At the time, it seemed to me that most of the neighborhood was moving up to V8s, but my dad was stuck in the past with this old Chevy with a meek looking engine with an odd shaped air cleaner.

Al's Pontiac was the way to go! I distinctly remember he and my dad removing the carburetor and running the leaky thing to the basement for a rebuild. I suspect I was about five years old.

When it was time for a second car, Al came home with the '51 Woodie. I had never seen anything like it. I was enthralled! It had one of those V8s with the spark plugs right in plain sight sticking out of the big flat heads. Made sense to me. Why did so many cars now (including my dad's) have the plugs buried someplace with what seemed like a much more complicated engine. I always remembered the triangular shape steering wheel center and learned that was a way to tell the difference between the 51s the 49s and 50s. As much as I loved this car. I was not too young to know that its condition was not exactly top notch.

The wood was fair at best. The wood around one of the door handles was rotted so badly, the handle hung loose. Because he wasn't particularly tall, Al would place both hands high on the wheel and hunch forward. The old Ford also had a radio (Dad's Chevy didn't). If a cool rock and roll song came on, grinning ear to ear, Al would flip up the volume and pound on the wheel in time with the music.

The Woodie slowly rotted away and was replaced by not one, but two 1957 Fords: a white four door sedan and a beautiful yellow and black '500' series hardtop. At the time I didn't understand why someone would have their 'regular' car plus TWO more older cool cars. Little did I know...*ONLY* two more? The hardtop was by far my favorite; it also being equipped with a 'modern' V8. I remember these cars seemed to be fairly reliable, always

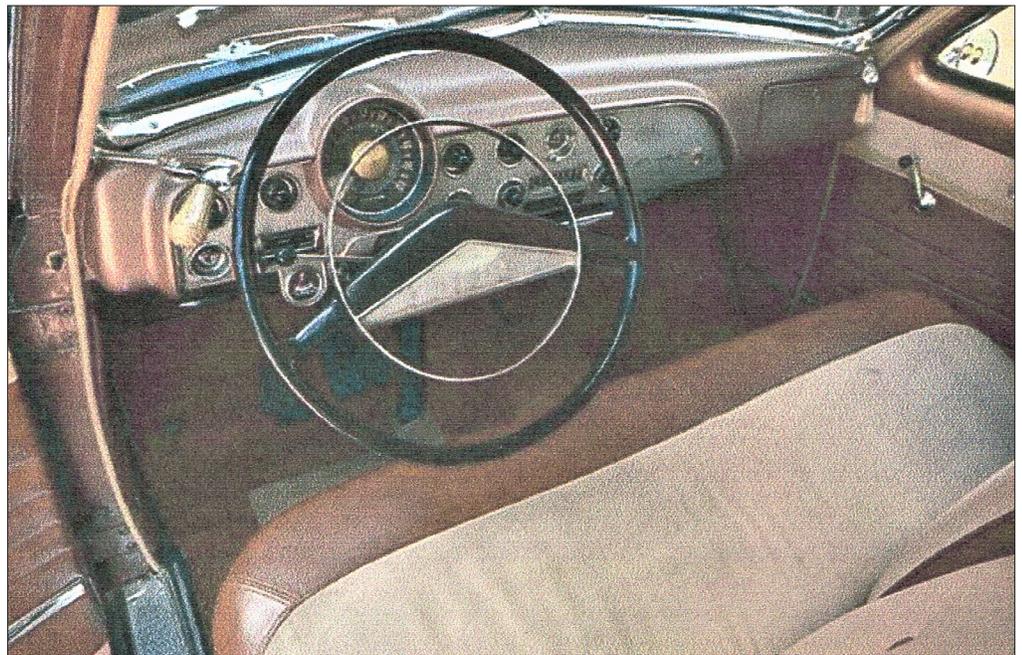
starting in nasty upstate New York winters. Al would often use one to jump start one of Dad's cars when the battery was dead. When that didn't work, he would pull up behind Dad, tap

the bumpers and then push him around the block until the car started. Wild!

*Continue to page 7, 'Future car guy'*



*This photo was taken at the Classic Auto Mall in Morgantown, Pennsylvania. Although it's not the same color as the 1951 Ford Woodie wagon Phil's father's friend, 'Al' had, everything else is the same. Nineteen fifty-one was the last year for the 'real' wood Ford and Mercury station wagons. Even though this model was only two doors, it could seat the driver and seven passengers. In 1952 all Ford Motor Company vehicles were redesigned. The 1952 Ford Country Squire station wagon featured wood trim made of metal, thus the phrase: 'tin woodie.'*



*The dashboard in the 1951 Ford Woodie wagon and all '51 Fords were the same. It was a 'one off' dashboard, used in just one model year. It is a very attractive dash, more so than the 1949 and 1950 models. It was also way more attractive than the 1952-1953 dashboards that were just plain boring. You can see the triangular center of the steering wheel that is mentioned in the text, this too was for only one year. The steering wheel on the 1952 Ford returned to a circular center with a full horn ring, the 1953 steering wheel was essentially the same except the horn ring was now only a half circle. The 1951 Ford and Mercury cars were notable for another reason, Ford-a-Matic and Merc-a-Matic automatic transmissions were introduced. This made Ford Motor Company the second manufacturer in the 'low price three' to have a fully automatic transmission.*

**Continued from page 6, 'Future car guy'...**

In 1964, Al came home with a brand new dark green Oldsmobile Jetstar I. Another beautiful car. My dad was so excited for him. The car was equipped with 'Hollywood' mufflers, bucket seats, a floor shift and even a tachometer! I had never seen or ridden in anything like it. The tach was mounted at the center of the console. I loved to sit in the back seat and watch the tach move upscale in pace with the roar of the exhaust. If I were to find one like it today, I'd buy it!

Around 1967, the two 57's wore out and were replaced by a red 1965 Ford Mustang. You would think Al would have bought one fully equipped with a 289. Nope. Fooled me this time. His was a red, SIX cylinder coupe with a three-speed. The Mustang was cool, but a 6 cylinder? Really Al? He loved it! AND, he ran the wheels off of it! I remember well a trip through the Catskill Mountains on a two-lane

road with long stretches of straightaways. We often got stuck behind some slowpoke doing about 55. When an approaching car was about a quarter of a mile away, Al would back off a bit, slam it into second gear and ram his foot to the floor. When the approaching car had passed, that little six was screaming and we'd pass the slowpoke doing about 70! Al laughed and shouted, "Just gotta give this baby some time to build up steam." *Classic!*

I began my search for a Woodie, looking for a 1951 Ford just like Al's. I soon learned that the Chevrolets were fewer and, in most cases, cheaper. I'm more than satisfied with my 1947 Chevrolet. It does bring back memories of Al and his Ford. Al was a good man who taught me a lot. He was involved in local politics and was always full of ideas of how to make things better whether it was cars, society or anything else. He loved to talk. Sadly, he passed way too early shortly after retiring from IBM. My dad was devastated. I miss them both.



The 1957 Ford Fairlane '500' was the top-of-the-line Ford for 1957. The '57 Fords for the first time ever, came in two distinct sizes. Starting with the base 'Custom', 'Custom 300', 'Fairlane', 'Fairlane 500'. The two Custom lines used a 116 inch wheelbase, while the Fairlanes had 118 inches between the wheels. A new car/pickup truck based on the short-wheelbase chassis was also introduced as the 'Ranchero.' Ford also introduced the remarkable 'Skyliner' retractable hardtop convertible. These additions to the Ford lineup most likely contributed to Ford narrowly outselling Chevrolet in 1957; they simply enlarged their market.



The hot selling 1965 Ford Mustang, even with a six cylinder and 'three on the floor', it was an instant hit. Introduced as the '1964 1/2', you got a four-place hardtop with a six cylinder OHV engine, manual transmission, AM radio, full wheel covers and white sidewall tires for \$2,450!



The Oldsmobile Jetstar I is a sporty, high-performance full-sized car for the 1964 and 1965 model years. The Olds 88's B-bodied Jetstar I lacked many of the Starfire's standard luxuries but shared its powerful engine, roof-line and seating arrangement.

**Continued from page 1, 'Grand National'...**

has an opening we need to sign on the dotted line. Chesapeake Region, Gettysburg Region and Hershey Region were all notified and asked to help out. Chesapeake Region had 26 members volunteer to help out.

After the show was in the books Paula Ruby received an email from Executive Director, **Steve Moskowitz**:

Everyone, where the heck do I begin. I am sure I am speaking for Tom [Cox] as well in what I have to say.

What an amazing weekend! One that will go down in our history as a highlight of what we can do as a club. We have so many to thank I probably will miss some. Naturally, I want to start out with Pat Buckley our registration Chairperson, Stan, Chief Judge and the Hershey Region, **Chesapeake Region** and Gettysburg Region who without their help this event would never have happened in the fashion it did. I could write much more on this but it is going to be in my editorial this next issue.

To Shellie and Norm a big thank you for handling the worst of the jobs with a smile, a thank you. To the entire crew at the awards tent and clean up after a thank you. To locals Tom Ferrier and Charlie Sando for their amazing help with awards and for following me home with a sick transmission (again). A thank you to Dollie for efficiently handling her assignment with judging duties and with a warmth and smile. Thanks again to Wayne for the gators...they really, really came in handy.

Naturally a huge thank you to the Wyndham Hotel and Dan, Lindsey, Mateia (SP) and Sandy. It was a pleasure to work with all of them and they came through for us in almost every instance. I hope the resulting business was gratifying and I am sure we will be back there someday.

To the board members who were able to be there, a huge thank you as well as everyone pitched in and helped. To my staff, well you are the best. Sue and Lori rocked it at the merchandise trailer and were spelled on Saturday by Stacy. Karen had us organized and packed with merchandise despite our materials buried all over in storage areas, Rick had the trophies organized and loaded in our trailer along with other material, the library staff at home had a herculean and exhausting task of moving materials into our building for the high density files.

Tom and I remarked how we did not hear a single complaint all weekend about the event! Folks we did the near impossible and shined the light on this club and our members. Hope the word spreads far and wide. WOW!

**Steve Moskowitz**

Antique Automobile Club of America

We also received quotes from our own 'movers and shakers':

**TOM DAWSON:** My thoughts are that I again realized that I have been blessed to have joined a club that consists of incredible and talented people. People who, given a task,

**Continue to page 8, 'Grand National'...**

# Chesapeake Region Activities For 2020

DATE	DAY	TIME	EVENT	LOCATION
<b>SEPTEMBER</b>				
12	Sat		Romancing The Chrome Car Show <b>(SHOW CANCELED)</b>	Jarrettsville, MD
12	Sat	8:30-3	CACI All GM Show	Annapolis Junction, MD
12	Sat	10-3	Honoring Our Heroes Motor Muster	Fire Museum
19	Sat	4-8	Harford Winery Cruise In	Forest Hill, MD
20	Sun	12-5	Harford Winery Car Show	Forest Hill, MD
26	Sat	10-2	<b>Autumn Harvest Show</b>	<b>Manchester, MD</b>
27	Sun	9-3	Buick Owners of MD all GM Show Boyle Buick	Abingdon, MD
<b>OCTOBER</b>				
30-4	Wed-Sun		Fall Carlisle	Carlisle, PA
30	Sat	9-2	Treasured Motor Cars Open House	Shrewsbury, PA
10	Sat		AACA Eastern Fall Meet	Hershey, PA
25	Sun		<b>POKER RUN</b>	<b>Balto/Carroll Counties</b>
27	Sun	10-4	Jerry's Chevrolet Annual Car Show	Towson, MD
<b>NOVEMBER</b>				
TBD			<b>Membership Banquet Friendly Farm Restaurant</b>	<b>Upperco, MD</b>
<b>DECEMBER</b>				
5-6	Sat-Sun	9-7	East Coast Indoor Nationals	Timonium Fairgrounds
----				
Fourth Fridays			Amish Market Cruise-In	Shrewsbury, MD
Saturday Evenings			Lost in the 50s Cruise-In	Harundale Mall, Glen Burnie, MD
Saturday Mornings			Hunt Valley Cars and Coffee	Hunt Valley Towne Ctr
3rd Saturday		4-8	Harford Winery Cruise In	Forest Hill, MD
4th Saturdays		4-8	Dallastown Family Rest. Cruise In	York, PA

*Continued from page 7, 'Grand National'...*

even with little time to accomplish it, and even less communication or cooperation, but with the right leadership, can get the job done. Having said that, being surrounded by all of those magnificent vehicles made my frustrations and fatigue worth while. Given the chance, I would do it all over again!

**From President PAULA RUBY:** The Grand National event was a Fantastic gathering of the Best of the Best that the automobile hobby has to offer. The best thing about this event was the ability to finally

see old friends and make new friends. Now that this event has come and gone we can only be ready to do it again in Hershey in October. Hope to see you there.

I thought the Grand National event was a good as anybody could expect under the circumstances. It was a little rough around the edges compared to our 2018 Spring Meet. However, we had more time to prepare and we had all our own equipment with us. We followed our own planning, nobody had to chase down show cars like T. W. Scott, Jack Anderson and others did...we all helped pull it off!--**Bill Wurzell**



**HEADS TOGETHER, STRATEGY LUNCHEON**--Friday August 21 at the Appalachia Brewing Company restaurant in Presidential Circle at the Wyndham-Courtyard Hotel Complex in Gettysburg. Clockwise: Franklin Gage, Chesapeake Region member and National President of Vintage Chevrolet Club of America; to Franklin's left is Chesapeake Region, Secretary, Tom Dawson; Chesapeake Region President, Paula Ruby (blue top) Standing: Gary Ruby, in front of Gary, sitting at the table members T. W. Scott and his wife, Jeanette Scott: next to Jeanette, Chesapeake Region Vice-President Al Zimmermann.--Bill Wurzell photo

**NOVEMBER 1995**

# From Out Of The Past...

## **At Last a Packard!**

*By Morton Bullock  
Chesapeake Region, AACA*

Although I had acquired several nice classic cars over the years, I was frequently told that my garage lacked something. After inquiring what that might be, I was told I needed a Packard to complete my collection. I had always liked Packards, but they had never been at the top of my want list. As we all know, in this hobby you end up with what you like best in the price range you can afford.

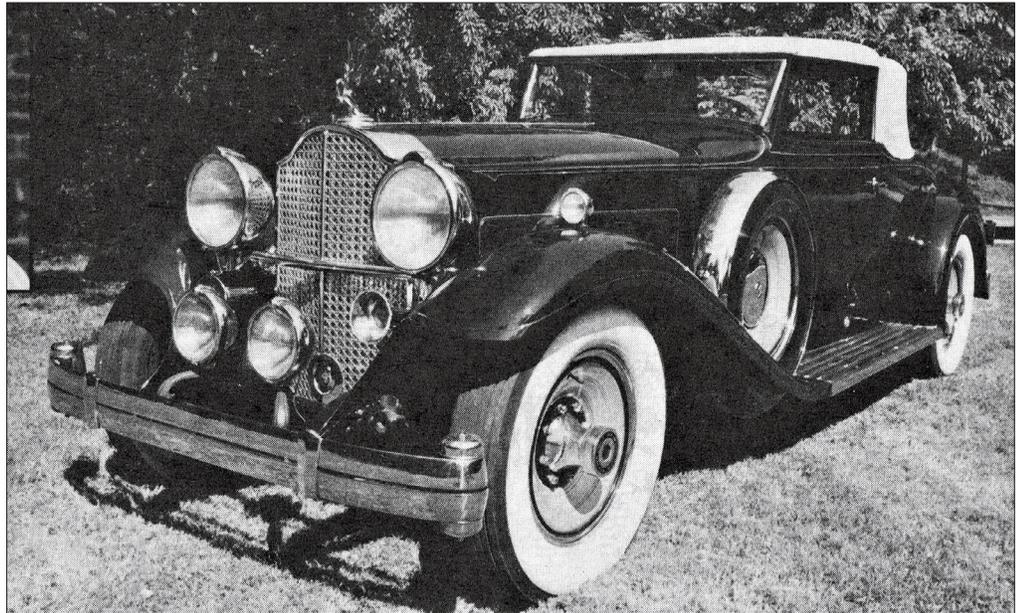
Then suddenly Lady Luck smiled at me, and I received an offer I could not refuse. Unexpectedly, one evening I answered a telephone call from a lady in Indianapolis. She asked me if I was disposing of my cars since she had seen an ad I had placed in Hemmings Motor News offering a 1936 Packard convertible coupe for sale. When I explained that I had placed the ad for the widow of a close friend, and that it was not one of my cars, there was a sigh of relief.

She informed me that her husband had died and that she was looking for a good home for his 1932 Packard DeLuxe 8 Coupe Roadster. I had admired the car while on a Classic Car Caravan, and she felt her husband would want me to give it loving care in the years ahead. Even though I had no intention of adding another car to my stable, I seized the opportunity, as some of my friends would say, make my garage complete.

We quickly agreed on a fair price, and I became the proud owner of the Packard. It is now one of my favorite cars.

This car has an interesting history. Purchased new in New York City by Admiral Richard E. Byrd, the Antarctic explorer, it still retains on the steering wheel a unique nautical lacing as used on a ship's wheel to protect the hands of the helmsman under extreme cold weather conditions. Obviously the Admiral commissioned some boatswain's mate to perform this task. Fortunately the front wheels were not replaced with skis as I have seen pictured on some of the vehicles used in polar regions. Remarkably after 63 years, the lacing is in excellent condition and it makes for an interesting conversation piece.

The next owner was Alex McInnes, a medical research scientist who developed the first heart valve. He personally restored the car mechanically including a complete engine rebuild. Although the car was fitted with the standard Packard radiator mascot, commonly called the 'doughnut chaser', Alex preferred the winged cormorant. Unable to locate one, he crafted one which is identical to an original, and obviously pleased with his work, signed the underside of the cap and dated it as would be found on an original work of art.



*In November of 1995 the picture above of a 1932 Packard DeLuxe '8' Roadster appeared in the Chesapeake Bulletin along with a story about the car by the owner, Morton Bullock.--Willard Prentice photo*

Basically the car has been restored to be used as a reliable road car designed for touring. Cosmetically it made a nice appearance but definitely not of show quality. Since acquiring the Packard, I have upgraded the appearance with a paint job, new top, and new running boards; but my primary interest is in a dependable driver which will look good but spare me the agony of worrying about judging scores.

My story would not be complete without telling an amusing sidelight concerning this particular classic. Some years prior to its purchase, a neighbor was cleaning out her attic and among the items to go was a large metal automobile trunk. Her instructions to the yardman were to dispose of the relic of the past. Obviously my reputation as an eccentric who was fascinated by old used cars had permeated the community. The yardman appeared in my driveway with the trunk which he wanted to sell. I inspected the trunk which was in remarkably good condition. From the 'cloisonne' [a French word meaning 'enclosed', also is a metal-working

technique] emblem on the back I could tell it was from a large Packard, probably in the early thirties. My immediate response was: 'I don't own a Packard and have no use for this trunk.' After listening to a plea for his urgent need for some vacation money, considering the tempting low price being asked, and my desire to preserve a desirable automobile accessory, I completed the transaction.

Shortly thereafter my wife, Betty drove in and promptly asked, "What is that object sitting by the garage door?" I replied, "a Packard trunk."

Betty countered, but you don't own a Packard. "It's just another item to clutter up our storage space." After explaining that some day, somebody would be looking for this particular trunk, I added it to my collection of miscellaneous car parts. Now Betty tells my friends that I purchased the Packard to justify my earlier acquisition of the trunk--which happens to be the correct one for my Packard!

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**EDITOR'S NOTE: Morton Bullock recently celebrated his 99th birthday!--Bill Wurzell**

## **ALL HANDS ON DECK!**

*Don Barlup, Vice President  
National Headquarters And Library*

We are all aware that in a few short months AACA will be moving its headquarters and library into our new building. The renovating phase is in high gear and we hope to start the move in August.

There is much that needs to be done prior to the physical move. This is where

we can be of assistance. If you are able to spend a morning, afternoon, or a day or two volunteering, especially in the library, it would be a great help to our staff.

Can't lift? No problem. Much needs to be sorted and boxed. There is a job for everybody!

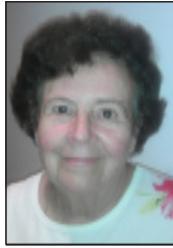
Please let Chris Ritter at the library know of your availability. Contact Chris at (717) 534.2082 or email cntter@aaca.org

**SUNSHINE REPORT:**

By: Margaret Werneth

*I sent a get well card to Norm  
Heathcote who was in the hospital.*

*--Margaret*



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## Elected & Appointed Officers For 2020

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

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## SOCIAL MEDIA

Like us on Facebook @ Chesapeake Region AACA

*As of June 8, 2020 the following MDOT MVA branch offices will be open to customers by APPOINTMENT ONLY:*

Allegany (Cumberland/LaVale).....Frederick (Frederick)  
Anne Arundel (Glen Burnie).....Harford (Bel Air)  
Baltimore City (Reisterstown Road)..... Howard (Columbia)  
Baltimore County (Essex).....Montgomery (Gaithersburg and White Oak)  
Carroll (Westminster).....Prince George's (Largo)  
Cecil (Elkton).....St. Mary's (Loveville)  
Charles (Waldorf).....Talbot (Easton)  
Washington (Hagerstown).....Wicomico (Salisbury)

*Vehicle Emissions stations remain closed, however customers can use one of the 24-hour VEIP self-serve kiosks in the meantime.*

*To make an appointment visit our Central Scheduling System.*

*Transactions that will be available for scheduling include:*

- learner's permits
- commercial driving tests
- non-commercial driving tests,
- renewing driver's license and identification cards and
- title work.

## SEPTEMBER MEMBERSHIP MEETING?

*Watch our website for more information*

**DIVINITY LUTHERAN CHURCH**  
1220 Providence Road  
Towson, MD 21286

Approximately one mile north of I-695  
on Providence Road in Towson

**DO NOT FORGET THE:**  
**AUTUMN HARVEST CAR SHOW**  
*Saturday September 26, 2020*  
**10:00 am until 2:00 pm**

**THE MANCHESTER VOLUNTEER FIRE COMPANY**  
**PICNIC GROUNDS**  
**MANCHESTER, MD 21102**

**Photos From The Grand National Event at Gettysburg August 21-22**



*This photo of a 1956 DeSoto Fireflite Sportsman two-door hardtop was originally going to appear on page one. However, I received a picture of the top Zenith award winner, the 1958 Buick Caballero station wagon. That picture replaced this picture. The DeSoto picture was taken early Friday morning August 21, it was the only car on the lot in front of the Wyndham Hotel. I later learned that this car was vying for the top Zenith award along with a half dozen or so other vehicles, including the 1958 Buick Caballero wagon. All the cars were impeccable.--Bill Wurzell photos*



*All four of these vehicles are rare, the 1951 Henry J has a real trunk!*



*This 1951 Ford Crestline coupe was probably about \$250 more than the Henry J, but what a difference!*



*This is an absolutely gorgeous 1951 Mercury woodie station wagon. Of course it was on the same platform as the Ford, with a larger motor.*



*This is an all steel bodied 1952 Plymouth Suburban station wagon. There is very little difference between this wagon and a 1951 model.*

RETURN TO EDITOR:  
8801 Bosley Road, Suite 104  
Ellicott City, MD 21043

**OUR 65th YEAR!**

First Class Postage



Like us on Facebook@Chesapeake Region AACA

Two award graphics are shown side-by-side within a red-bordered box. The left graphic depicts a computer monitor displaying the AACA logo, with a mouse to its right. Below it, the text reads "2018 Master Webmaster" and "www.chesapeakeaaca.org/". The right graphic shows a quill pen resting on a scroll. Above it, the text reads "2019 Master Editor". A small AACA logo is visible in the background of the scroll, and the text "AACA Publication" is at the bottom.

An advertisement for J.C. Taylor Antique Insurance. The background is black. At the top, "J.C. TAYLOR" is written in large, bold, tan letters, and "ANTIQUE INSURANCE" is written in blue letters to its right. In the center, a white classic Ford Mustang is shown from a front-three-quarter view, enclosed in a white oval frame. The car is highly detailed. At the bottom left, the phone number "1-888-ANTIQUE" is written in white. At the bottom right, the website "JCTAYLOR.COM" is written in tan.