

# THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of  
Chesapeake Region  
Antique Automobile Club of America  
Towson, Maryland USA  
Volume 62 Number 7 July 2022



JUNE 3, 2022 UNIVERSAL JOINT TECH SESSION

## Very Interesting Tech Workshop At Phil Hack's Garage

By Michael Natale

Chesapeake Region, AACA

It began while driving my 1965 Corvair to Jarrettsville to attend the 'Romancing the Chrome car show.' It was the first outing in the spring of the new car show season, one hopefully free of COVID 19 restrictions. After a normal ride from my home in Towson onto Dulaney Valley Road, a very noticeable, even violent, vibration occurred as I approached Timonium Road. It was like the worst tire imbalance I had ever experienced. Despite the shaking I continued on to Jarrettsville.

The show was thoroughly enjoyable, my first visit to this event. I was not looking forward to the ride home, however, to my surprise, the ride was uneventful, with no noticeable vibration as had occurred earlier in the day. Still, I took the car to a tire dealer for balance checks and general consultation at the first opportunity. I again experienced the vibration on the ride to the tire dealer and the technician there did as well during a test drive. The diagnosis was a binding universal joint, or joints, of which there are four on the fully independent rear suspension of the later model Corvair.

I decided to perform the repair myself. The procedure in my shop manual, a finger printed, taped together volume I have had for the 57 years I have owned the car, was to remove the joint and grease the needle bearings after disassembly. There are no grease fittings on these units from the 1960s. I consulted the Clark's Corvair parts manual and saw that replacements do have fittings for greasing without disassembly and decided to replace all four universal joints with these.

After discussing the task with fellow Corvair owner Phil Hack, he immediately, and very generously, offered assistance. He suggested we do the repair during a Tech Session at his garage. With access to his lift and help from club members, some with more repair experience than I, how could I say no?

As the Tech Session was announced and participants invited, I went to school watching YouTube videos. Universal repair/replacement was all new to me, so the videos were very interesting and informative. I found no video specific to an independent rear suspension with a universal at the ends of each half shaft. However, each of these is like the ones in fore/



*Michael Natale, above, is the owner of the vehicle being worked on. It is a 1965 Chevrolet Corvair Corsa. This car has a 'cult' following. The first Corvair in 1960 was Motor Trend's 'Car Of The Year,' possibly because of its radical European mechanical design. See many more Buzz Diehl photos of the entire driveshaft repair on pages 6 & 7.*

aft drive shaft universals viewed in the videos.

The Tech Session brought experienced contributors to the job, making the task go much more smoothly than if I were working alone. In particular, Doug Haig said he had repaired universals for twenty years. Other participants were host Phil Hack, Stew Chandler, Larry Butcher, Dan Artley, Buzz Diehl, and my brother, Bob Natale.

Universal joints consist of a journal cross with a trunnion at each cross end, each with a cap that rotates on needle bearings. The caps are press fitted into shaft yokes or clamped to what the shaft is driving or being driven by. In the case of the Corvair's half shafts, they are

pressed into the shaft yokes at each end and clamped to the transaxle or wheel hub, which ever the case may be. The job began with re-  
**Continue to page 2... 'Driveshaft Repair'**

**Hagerty Collector Car Insurance Is Our New Back Page Advertiser!**

Renown Hagerty Collector Car Insurance Company is Chesapeake Region's new advertiser on page 12. If you are in the market for collector car insurance or would like to get a quote to compare with the rates you are now paying, give them a call. Hagerty may save you some money or provide better coverage. Please remember to patronize all our advertisers!



# Remember When?

By Chip Miller, Chesapeake Region Club Historian



*Ford Mustang, 1964<sup>1/2</sup>, serial number 1 and original owner, Captain Standley Tucker in 1966.--Photo courtesy of The Henry Ford Museum.*

The 1964<sup>1/2</sup> Ford Mustang coupe went on sale April 17, 1964 and it caused quite a stir in the early 1960's. Ford Motor Company Vice-President, Lee Iacocca, roughed out his vision of the car on a cocktail napkin. He gave the drawing to the styling department and told them to work on the design quietly in their spare time. He also said "You can dip into the Falcon parts bin very liberally". The production Ford Mustang went on sale to the public on April 17, 1964, with Henry Ford II officially introducing the car at that year's World's Fair in Flushing Meadows, New York. The Mustang was the only automobile in recent history that was on the covers of both Time and Newsweek magazines the same week.

The standard coupe came with a six-cylinder ohv motor, three-speed floor mounted manual transmission, full wheel covers, white sidewall tires and an AM radio for \$2,450. They sold like hotcakes!

## TRIBUTE TO JIM YOUNG



*Tom and John Young stand beside the 1975 drag car their late brother drag raced back in the day.*

In the spring of 1975 Jim Young took delivery on a special order Dodge Coronet Brougham to race in NHRA Stock Eliminator. The car was ordered with the 'E58' code 360 cubic inch 190 horsepower engine that was originally not included in the motors available for this car. The ordering dealer, Tate Dodge, in Glen Burnie, Maryland, made arrangements with Chrysler to have the car built, and it is likely to be the only Brougham built with this engine. Mandatory for the E58 engine, power brakes was the only power accessory ordered. It was immediately removed.

Never driven or even started, the Brougham left Tate Dodge on a trailer; and, two days later, the engine, transmission, and rear axle were removed and building had begun for 'zero' Stock Automatic racing. An original 2.2 miles remains on the odometer. In July of 1975 at the NHRA Summer Nationals in Englishtown, New Jersey, Jim got his first class win. Later, in the fall of 1975, Jim set his first NHRA National Record in

## Continued from page 1... 'Driveshaft Repair'

removal of the shafts by unclamping at each end. Pressing the journal crosses from the yokes came next. This can be done using an arbor press or vice, or by hammering them out. Having no press or vice with sufficient jaw opening, we proceeded with the hammer method. While hammering on the cap at one end the yoke is supported by a tube that will allow the exiting cap on the other end to pass through its center. A suitably sized socket is often used and another socket of smaller diameter than the cap is hammered atop the cap so as to drive it through the yoke opening. This process was used at the ends of each shaft to remove the four old journal crosses. It is worth noting that the Corvair was delivered with universals that were to be removed in this fashion in order to be lubricated. This had never been done in this one-owner car with 70K+ miles on the odometer. It was difficult to identify the offending universal(s), as the caps usually separated from the trunnion body and needle bearings scattered. Notably, the replacement universals are fitted with grease fittings. The journals are hollow, allowing grease to flow to the caps and the needle bearings. This apparently is an example of progress in universal implementation over the years.

The process in reverse was used to press in the new universals. Each procedure went reasonably well, though not without some glitches. Doug did most of the hammering and commented several times that more force was needed than in his previous experience. This might have been due to the age of this car and the fact no service had ever been done to these parts.

To this point no mention of the half shaft removal and replacement has been made. This procedure required raising the dangling half shafts to 'curb level', as the shop manual stated. A post placed on a jack and fitted to the wheel hub was needed to do this. The combined woodworking prowess of Phil and Stew was called upon to create a suitable post even before the job could be started. The disengaged shafts were relatively easy to pry from the car once they were raised. Re-installing them, however, took the combined effort of several of the team to force the wheel hub toward the transaxle to seat the universals for clamping.

Other contributions came from Larry who cleaned all bolts, clamps, and yokes before reassembly and from the author who tried to keep tools and new parts in the right place for their use. I also collected old universals for Stew, who said he has a project of some sort going on. We will all need to stay tuned for this. Doubtless it will be worth waiting for!

I can report that the end result of the universal joint Tech Session is a very smoothly running Corvair. An initial touch of vibration was noted, but it smoothed out with additional driving as all new parts apparently seated themselves. The project is deemed a complete success. The other positive is another example of camaraderie among club members as we learn together and help one another. The benefactor in this case is a very grateful fellow member.

0/SA at 13.40 seconds @ 100.78 mph. In 1976 NHRA added 35 horsepower to their rating on the E58 engine, forcing the car to be sidelined until NHRA finally realized they had penalized the combination too much and lowered the rating 25 horsepower. Later, in order to be more competitive, Jim switched to the "E56" engine combination, which had a smaller-lift camshaft. With this combination the car raced in 0/SA, and N/SA, depending on NHRA's assigned horsepower to this engine. The car currently has the E56 engine combination. Last raced in 1987, the car turned 12:30's @ 106 mph. In twelve years behind the wheel, Jim set 4 NHRA National Records and won his class at five different National Events.

Jim passed away in 2009, leaving the Dodge to his brother Tom, who has returned the car to 'as-raced condition.' The Dodge retains its original paint and interior, with only the undercarriage restored. All original documentation remains with the car, and it has never been street driven.

After my retirement, I went to work returning the car to look like it was raced in 1978. I had a good color picture of the car from a race in Montreal, Canada that I could use, along with a program from that event listing Jim as an entrant. This was the documentation I needed to show the car in the AACA Class 24A, race car category. The car had to first pass inspection, and be approved by the head of Judging, before it could be shown. I accomplished this in Charlotte North Carolina in April, just after completing the car in March. I received my First Junior Award at Charlotte. Next step was going for my Senior Award, after making a few minor changes advised by the judges at Charlotte.

My brother John and I took the car to Beckley, West Virginia for the Eastern Spring National Meet where I received my Senior Award. I'm planning to race the car again so I may not pursue going for a Grand National Award because the car will require some safety updates that will result in a point deduction with AACA in Class 24A.

I have had the entire car apart restoring the suspension, front and rear, floor pans, fuel lines, brake lines, and gas tank. Everything was painted or powder coated, and racing brakes were added in the front.

The engine was built in the 1990's, and was in pieces in my garage since 1997. My friend Aaron Shipley of AKS Custom Engines assembled the engine with some improvements that are now allowed in the 'Stock' category. The car was a labor of love for me as my brother and I were very close. He taught me most of my mechanical skills, and much about life. He was a huge influence on me in my younger years, as my father passed when I was only 19. The car is a tribute to Jim, and I love sharing his 'Red Car' story.



## Chesapeake Region Member Story About Paul Habicht, First In A Series

By Nick Prevas

*Vice President Chesapeake Region, AACA*

Member Paul Habicht of Nottingham, Maryland joined the Chesapeake Region, AACA in 1966. At that time, the club had been in existence for eleven years, and many of the founders were still active.

Paul joined largely because a neighbor who owned a Model T Ford was a member and explained to Paul the benefits of becoming a member.

Over the years, Paul has held several offices in Chesapeake Region. He was the treasurer for the first national meet in Maryland hosted by Chesapeake Region. He also served as the membership chairman for several years, and was the program director for two years.

Paul's daughter, Nancy was enthusiastic about his being in the club. She is also a car person who currently lives in California and drives a 1974 Camaro.

Paul has bought and sold a number of antique automobiles. Fortunately he had room to house five cars. Paul did most of his own work to include body, paint, and mechanical repairs, but left internal engine work to others. Here is his list:

- 1934 Chrysler Air Flow
- 1948 Chevy
- 1925 Dodge
- 1925 Ford Model T
- 1937 Buick
- 1979 Chrysler Coupe
- 1957 Chevy Pickup
- 1928 Studebaker Commander GH
- 1935 Chevy
- 1932 Dodge Eight Cylinder
- 1967 Mercury Cougar (3)
- 1959 Hillman (3)
- 1966 Ford Pickup
- 1983 Ford Pickup
- 1959 Cadillac Flattop
- 1940 Packard (2)
- 1932 Chevy
- 1954 DeSoto
- 1964 Buick
- 1931 Chevy Huckster Wagon

Paul's favorite car was his 1928 Studebaker. He refers to it as 'a real antique car,' very well built, reliable, and easy to work on. It was so reliable that Paul drove it 1200 miles from Minneapolis, Minnesota, the place of purchase, to his home in Maryland. He also drove it all the way to Ocean City, Maryland. The only thing that failed on that trip were the tires, but that's another story which Paul said he'll share with us in a future installment. The Studebaker was featured in the March 1991 edition of the Chesapeake Bulletin.

In addition to the March 1991 Chesapeake Bulletin, Paul also shared a copy of the September 1979 Chesapeake Bulletin. Electronic



*Of the twenty-two cars and multiples of some models Paul has owned, his very favorite of the entire group was his 1928 Studebaker Commander four door sedan.*

copies will be maintained by the Chesapeake Region Historian for viewing by members.

Like his Studebaker, Paul Habicht is the 'real deal'...a true antique auto enthusiast who gave it his all and has been a great asset to Chesapeake

Region. We appreciate his long membership and applaud his many accomplishments.--EDITOR'S NOTE: This is the first in a random series of stories we are asking from most of our Senior members. It will appear as stories are told to Vice President, Nick

## Elizabeth Bodvin Receives A Brand New KIA Forte For Her 16th Birthday!

Well, 16 years ago a beautiful little baby girl was born. Her name is, Elizabeth Bodvin, student member.

We celebrated Elizabeth's 16th birthday with a party at the Manchester Activities Hall on Sunday, June 12th. Family, friends and Elizabeth's dance friends were all there to celebrate this wonderful day. Who would have thought but the kids all wanted to play Musical Chairs. It was funny to see how competitive they were to win. I think that with the winner of each round winning \$5.00 had something to do with it.

The weekend was just the beginning of Elizabeth's adventure for her birthday. Her actual birthday was Monday, June 13th. All she has talked about was when she turns 16 she will be able to drive. Her parents had ordered a car for her. Since we are a KIA family she wanted one as well. We all went to York Kia in York, PA. on Monday afternoon where Elizabeth saw her brand new KIA Forte in the showroom with a big pine bow and a sign from the dealer that said Happy Birthday Elizabeth.

As things happen the Pennsylvania Motor Vehicles was closed on the 13th. So on Tuesday, June 14th Elizabeth had her mom Rachele up early so she could go to take her test to get her learner's permit. In Pennsylvania you have to be exactly 16 before you can even get your license. She will not be able to get her actual license until December. The strange thing about the car is the VIN number.

As you all know Elizabeth's Pop would have loved to be here for this day, but in a way he was. The last four digits of the VIN on the KIA are 1955, for POP's Chevy Bel Air hardtop. He will always be watching over her as she learns to drive.



*Paula Ruby stands beside granddaughter Elizabeth*

***The President's Message***  
From Tom Dawson

***Hello Chesapeake Members!***

**H**ere's hoping all is well with my fellow old car lovers! Now, I drag out my soap box. We all join clubs for various reasons. Most of us are members of more than one club. Some of us are members of several clubs. We join because we are looking to be with folks who share a common interest. We may need help with problems or parts for our cars. We may be looking to buy or sell a car and/or parts. Some join make or model-specific clubs while others join clubs, such as ours that represent autos and trucks from the beginning of the industry to 20 years of age!



I believe the most rewarding reason to join, other than fellowship, is the joy and satisfaction of using our old cars and becoming involved. A reason to get out of the house if you will. Having said that, here are my concerns. Our membership stands at 360 as of last night's monthly meeting. Attendance last night was less than 30. While health issues may come into play, however, that's far less than 10%. Similar numbers translate into Club events. And, for the most part, it's the same members that present, discuss, plan, prepare and implement the plans for successful shows and social events. We are members of one of the most, if not, the most active regions of the AACA. That's one of the reasons that the National Club considers us a "Model Region". My frustration comes from the knowledge that so many dues paying members are missing out on some wonderful and rewarding experiences! Not to mention a chance to drive their old cars!!

Ok, ok, I'll fall off my soap box and stop my preaching. We just miss your smiling faces! Come out to the next meeting or event. (The Fire Museum Show in Lutherville is on July 9th) Express your ideas and opinions. Volunteer when you can. Run for elected office or appointed positions. Be an Officer of the Day at a Club sponsored event. You will be amazed how gratifying it can feel!

Yours in this Great Hobby.

*Tom Dawson*



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, Paula Ruby at: 410.239.3492 or email: [paulaspackard@hotmail.com](mailto:paulaspackard@hotmail.com)



8906 Clement Ave • Parkville, MD 21234  
**410-668-7660**  
 Email: [ron@printroncopy.com](mailto:ron@printroncopy.com)

### Steven B. Morgan

Agent/Broker

Ridgebrook Insurance Group  
 909 Ridgebrook Road, Suite 116  
 Sparks, MD 21152  
 Auto, Home, Business, Life Insurance  
 443-595-3100 X131 800-218-0098  
[www.ridgebrookins.com](http://www.ridgebrookins.com)

### Pipe Creek Trading Company

Sales of antique and classic cars  
 Car Repairs  
 Appraisals

3559 Old Taneytown Rd.  
 Taneytown, Md 21787  
 Tel: 410-756-1500  
 Email: [cars@verizon.net](mailto:cars@verizon.net)

### Jack Anderson

-Certified Vehicle Appraiser-  
 Auto Appraisals MD, LLC  
 222 Ritterslea Court  
 Owings Mills, MD 21117

(410) 363.7088 (home office)  
 (410) 916.4278 (cell phone)

[jack@autoappraisalsmd.com](mailto:jack@autoappraisalsmd.com)  
[www.autoappraisalsmd.com](http://www.autoappraisalsmd.com)

### MEMBERSHIP MEETING

Monday July 9, 2022 at: 7:00 pm

DIVINITY LUTHERAN CHURCH  
 1220 Providence Road  
 Towson, MD 21286

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



8 Winter Ave  
 Glen Rock, PA 17327  
 P: 717-428-1305  
 F: 717-235-4428

[www.alprueittandsons.com](http://www.alprueittandsons.com)

Driving Passion for Excellence

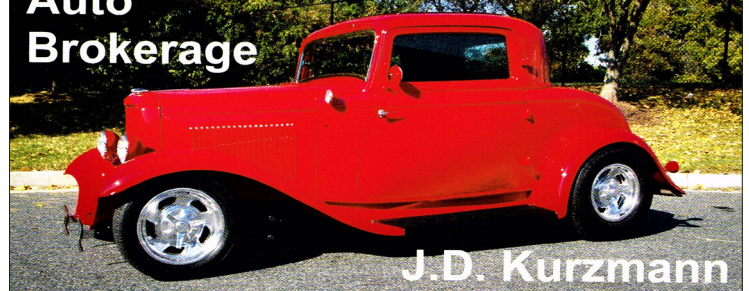
### Kurzmanns Automotive Brokerage Services

We can help sell your Classic, Exotic or Muscle Car  
**WITHOUT IT LEAVING  
 THE GARAGE!**

\* International Exposure \* 24/7 Marketing \* Flat Fee  
 J. D. Kurzmann, Owner Phone: 410.937.0719  
 email: [jkurzmann@yahoo.com](mailto:jkurzmann@yahoo.com) website: [www.kurzmannautos.com](http://www.kurzmannautos.com)

Kurzmann's  
 Auto  
 Brokerage

410-937-0719



J.D. Kurzmann



# More Buzz Diehl Photos From Tech Session At Phil's Shop In Early June



Figure 1: Corvair is on the lift as team discuss repair.



Figure 2: Doug and Mike remove half shaft.



Figure 3: Phil and Doug hammer out universal journal.



Figure 4: Stew observers hammering operation.



Figure 5: Some caps needed extra persuasion.

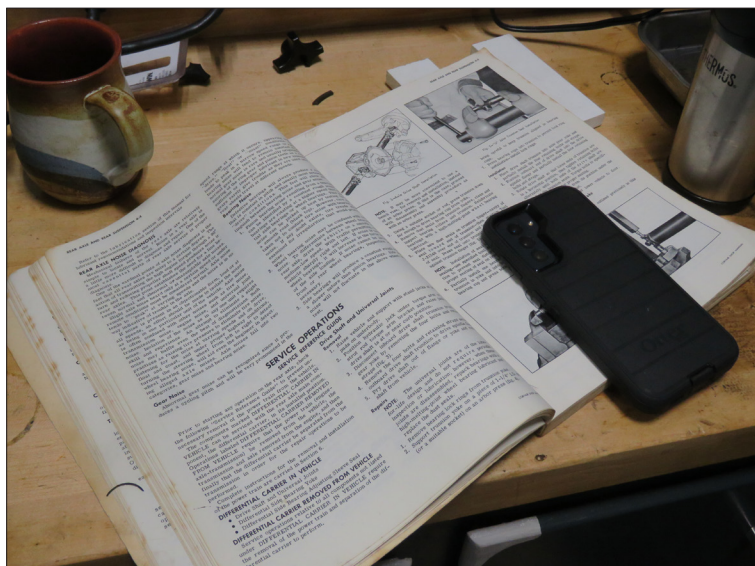


Figure 6: This is the perfect time to read the instructions.





Figure 7: Removing released journal cross. Note trunnion missing its cap.



Figure 8: View under Corvair, is something missing?



Figure 9: Hammering in new caps draws spectators.



Figure 10: Larry came prepared for the dirty parts cleaning job.



Figure 11: Team effort for replacing half shaft.

*Attending the Tech Session were:*

1. Phil Hack, host
2. Mike Natale
3. Stew Chandler
4. Larry Butcher
5. Dan Artley
6. Buzz Diehl
7. Bob Natale

# Chesapeake Region Activities For 2022

DATE	DAY	TIME	EVENT	LOCATION
<b>JULY</b>				
4	Mon	10:30	Towson Independence Day Parade	Towson, MD
9	Sat	11-2	Fire Museum of MD Collector Car Show	Lutherville, MD
11	Mon	7-9	General Membership Meeting	Divinity Lutheran Church
14-16	Thur-Sat	Daily	Camaro Nationals - Classic Auto Mall	Morgantown, PA
15-17	Fri-Sun	Daily	Carlisle Chrysler Nationals	Carlisle, PA
24	Sun	9-3	VCCA Reisterstown Regional Park	Reisterstown, MD
<b>AUGUST</b>				
31-5	Sun-Fri	Daily	VCCA 60th Annual Meet	Bowling Green, KY
6	Sat	10-2	Lazy 8's Cruisers Car & Truck Show	Dundalk, MD
5-7	Fri-Sun	Daily	Carlisle Truck Nationals	Carlisle, PA
5-7	Fri-Sun	Daily	Das Awkscht Fescht Car Show	Macungie, PA
8	Mon	7-9	General Membership Meeting	Divinity Lutheran Church
11-12	Thur-Sat	Daily	AACA Fall Nationals	Moline, IL
14	Sun	11-3	Horseless Carriage Club Show	Muddy Creek Forks, PA
25-27	Thur-Sun	Daily	Corvettes at Carlisle	Carlisle, PA
<b>SEPTEMBER</b>				
12	Mon	7-9	General Membership Meeting	Divinity Lutheran Church
10-16	Sat-Fri	Daily	AACA Sentimental tour	Gettysburg, PA
18	Sun	Day	Hagley Museum	Wilmington, DE
15-18	Thurs-Sun		Arcadia Steam Show	Arcadia, MD
24	Sat	10-3	Autumn Harvest Collector Car Show	Manchester, MD
25	Sun	Day	Turf Valley Veterans Show	Turf Valley, Ellicott City
25	Sun	Day	St. Michaels Concours de'Elegance	St. Miichaels, MD
25	Sun	9-3	Buick Owners of MD All GM Show	Boyle Buick Abington, MD
25-30	Sun-Fri	9-3	Revival AAA Glidden Tour	Central New Jersey
<b>OCTOBER</b>				
30	Sun	Day	POKER RUN	Balto/Carroll Counties
<b>NOVEMBER</b>				
13	Sun	12-3;30	Membership Banquet Friendly Farm	Upperco, MD
<b>DECEMBER</b>				
4	sUN	Noon-?	Mayor's Parade--CANCELLED !	Baltimore, MD
----				
4th Fridays			Markets at Shrewsbury Cruise-In	Amish Market Shrewsbury, PA
Saturday Evenings			Lost in the 50's Cruise-In Harundale Mall	Glen Burnie, MD
3rd Saturdays	4-8		Harford Winery Cruise In	Forest Hill, MD
Fri Evenings	5:30-9		Street Survivors Cruise Night E. Park Shopping Ctr	Glen Burnie, MD
Fri-Sat Evenings	5-9		Parkville Weekend Cruise N. Plaza Shopping Ctr.	Parkville, MD



**Chesapeake Region Antique Automobile Club of America, Monthly Membership meeting minutes, June 13, 2022**

The monthly membership meeting of the Chesapeake Region of the AACA, (Club or CRAACA), was held on June 13, 2022, at the Divinity Lutheran Church in Towson, MD. There were 25 members in attendance.

**Welcome: President Tom Dawson** - President Tom Dawson called the meeting to order at 7:01 P.M. and welcomed all in attendance



**Secretary's Report: Al Zimmermann** - Al read the minutes from the May 23rd Board Meeting. A motion was made by Michelle Miller, seconded by Tom Young, and passed to approve the minutes as read.

**Treasurer's Report: Jack Treadwell** - Jack gave his detailed monthly report on Club finances. He pointed out that after months of frustrating follow-up, J. C. Taylor finally submitted a check for the Bulletin ad. This arrived after a change to sponsorship by

Hagerty was arranged, so Jack will refund a portion of the amount received from J.C. Taylor, retaining only the amount allocated to cover the ads being published. A motion to approve the report was made by Ira Katz and seconded by Ruth Synodinos. The motion passed and the current monthly report will be held for audit.

**Vice President's Report: Nick Prevas** - Nick said that he has finalized Paul Habicht's story about his experiences in our Club and the old car hobby, the first in a number of interviews planned for the future.

**Membership/Facebook Report: Vicky Wilmer** - Vicky reported that we currently have a total of 360 members. After a short discussion, a motion was made by Gary Wilmer, seconded by Mark Sterschic, and passed to invest \$50.00 in a Facebook web page highlighting the Fire Museum Show to target a specific demographic and encourage participation and the likelihood of recruiting new members. To support this effort, a membership recruiting table will be set up at the Fire Museum Show. She also noted that Buzz Diehl has been working on software allowing membership data to be shared online, streamlining the ability to update and track that information.

Vicky suggested that we move up the purchase of forever postage stamps to be used for mailings for membership renewal, the swap meet, and other needs to take advantage of the current price prior to increases due in July. It was estimated that we spend \$1000.00 on stamps each year, so avoiding the upcoming price increase is very worthwhile. This will include purchasing needed envelopes as well before those prices increase.

**Activities Report: Phil Hack** - In Phil's absence, President Tom mentioned a few upcoming shows: July 9th-Fire Museum Show; July 14 and 15-Camaro Nationals at the Classic Auto Mall in Morgantown; July 27-30-Mecum Auction in Harrisburg, PA (Discounted admission with VCCA membership). Note that the monthly Bulletin is a great resource for up-to-date information. It also is good to refer to the [www.chesapeakeaaca.org](http://www.chesapeakeaaca.org) website under Activities/Calendars and/or Activities/Reservation Forms. The National AACA website calendar also provides info on all their scheduled events.

**Technical Report: Gary Wilmer** - Gary is open to ideas for tech subjects and solutions from the membership. He recently responded to a request for information about bias ply vs. radial tires for our old cars.

**Chief Judge's Report:** Larry Butcher - No Report

**Bulletin Report:** Bill Wurzell - Bill said that the publication of the proposed Club By-Laws changes will not be published in June pending fur-

ther review of content by the Board and a final decision on format.

**Publicity/Web Site Report: Buzz Diehl** - In Buzz's absence, Nick Prevas said that Buzz is working on updating the website, has done all event publicity for the year, is working on membership data software, and working with Tom Young on the swap meet.

**Director's Reports: Tom Young** - Tom Young reported that the Howard County Fairgrounds will be available for the swap Meet on March 11, 2023, at the same price as this year. We have not yet received feedback on a possible long-term contract.

**Social Report: Judy Dawson** - Based on a suggestion by Vicky Wilmer, Judy reported that progress has been made on locating a reasonably priced venue for a Tea at the Wesley UMC in Carrollton. Arrangements have not yet been made, but men will be invited, and members of automobile marque clubs in the area will be welcomed. Judy is also looking into a possible visit to the Hickory Bridge Restaurant in Orrtanna, PA, and a separate group tour of the new World War II Museum in Gettysburg.

**Historian/Program Report: Chip Miller** - Chip did a slide presentation of the Early Ford V8 Club car show at the Howard County Farm Heritage Museum.

**Sunshine Report: Margaret Werneth** - Margaret's full report will appear in the bulletin.

**Old Business:** President Tom is still looking for a Legislative Liaison. Nick Prevas commented that Dan Materazzi will coach anyone who does volunteer.

Due to recently received additional recommendations, By-Law changes and amendments will be revisited at the next Board Meeting. The proposed changes will be published in the Bulletin and submitted to the membership for approval

**New Business:** We need people to form the committee to start planning the 2023 Nationals Cruise-In on Thursday, May 18, 2023.

The Museum of Industry Car Show has been cancelled due to access and security concerns, and our participation in the annual Baltimore Mayor's Christmas Parade is also cancelled due to its relocation to downtown Baltimore.

**General Discussion:** Norm Heathcote's beautiful modified 1950 Ford is being auctioned on [autohunter.com](http://autohunter.com).

**Adjournment:** A motion to adjourn the meeting was made by Nick Prevas and seconded by Vicky Wilmer. The meeting was adjourned at 8:05 pm.

*Respectfully submitted,*

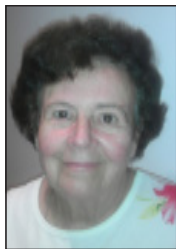
*Al Zimmermann, Secretary*



**SUNSHINE REPORT:**

By: Margaret Werneth

*I sent get well cards to: Nancy  
Mattheu Zimmerman, Nick Prevas,  
Buzz Diehl, and Paul and Ginny  
Habicht--Margaret*



The Chesapeake Bulletin is published monthly and is the official newsletter of the Chesapeake Region AACA. Articles and comments are welcome and should be sent to the editor, Bill Wurzell at: 54desotosedan@gmail.com, telephone: 410.750.0056 by the **15th** of the month for inclusion in the current month's edition. All ads must be submitted to Marketing Manager, Paula Ruby at: paulaspackard@hotmail.com, telephone: 410.239.3492. If you have not received your copy of the Bulletin, contact the editor or any club officer. Event photos courtesy of Harold and Barb Diehl, Paula Ruby, Philip Hack, and Bill Wurzell; proofreaders: Harold Diehl and Lynn Horn. Photos are subject to Copyright ©.

Reprinting of articles and photos is permitted provided due credit is given to this publication, the author and photographer.

**Elected & Appointed Officers For 2022**

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

- President:** Thomas R. Dawson  
H-410.688.8358 (cell) [tomdawson315@gmail.com](mailto:tomdawson315@gmail.com)
- Vice-President:** Nicholas J. Prevas, Jr.  
H-410-531-3745--[highlandmd@yahoo.com](mailto:highlandmd@yahoo.com)
- Secretary:** Al Zimmermann  
H-410.560.0237, C-443.470.0637 [zimmco1@comcast.net](mailto:zimmco1@comcast.net)
- Treasurer:** Jack Treadwell  
H-410.925.7024, [jetreadwell@comcast.net](mailto:jetreadwell@comcast.net)
- Membership Chair:** Vicky Wilmer, C-443.340.7703  
[wilmervicky@gmail.com](mailto:wilmervicky@gmail.com)
- Director at Large:** Gary Wilmer  
C-443.340.7690, [wilmervicky@gmail.com](mailto:wilmervicky@gmail.com)
- Director at Large:** Paula Lynn Ruby  
H-410.239.3492, C-410.627.1642 [paulaspackard@hotmail.com](mailto:paulaspackard@hotmail.com)
- Activities Chairman:** Philip Hack  
H-410.292.3656, [Phack126@gmail.com](mailto:Phack126@gmail.com)
- Chief Judge:** Larry E. Butcher  
H-410.756.5310 [zephyr38@verizon.net](mailto:zephyr38@verizon.net)
- Acting Technical Director:** Gary Wilmer  
C-443.340.7690, [wilmervicky@gmail.com](mailto:wilmervicky@gmail.com)
- Publicity & Website Administrator:** Harold 'Buzz' Diehl  
410.377.5265, [hdiehl60@hotmail.com](mailto:hdiehl60@hotmail.com)

- Sunshine/AACA Reporter:** Margaret Werneth  
410.668.3749, [jfdesoto@aol.com](mailto:jfdesoto@aol.com)
- Historian & Program Director:** Walter E. 'Chip' Miller,  
443.681.0236 [walteremiller@msn.com](mailto:walteremiller@msn.com)
- Chesapeake Region Bulletin Editor:** Bill Wurzell,  
C-410.245.7164, H-410.245.7164 [54desotosedan@gmail.com](mailto:54desotosedan@gmail.com)
- Social Director:** Judy Dawson H-410.688.8358, Cell: 410.812-2090,  
[jdawson228@gmail.com](mailto:jdawson228@gmail.com)
- Refreshments:** Nancy Mattheu Zimmermann, Coordinator  
H-410.560.0237--[twirlingmemere@comcast.net](mailto:twirlingmemere@comcast.net)

**SOCIAL MEDIA**

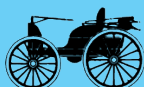
Like us on Facebook @ Chesapeake Region AACA

**MEMBERSHIP MEETING**  
**Monday July 9, 2022 at: 7:00 pm**

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

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

**AACA Library &  
Research Center**



800 West Hershey Park Drive, Hershey, PA 17033

**Tech Talk...dedicated to Gary Ruby,**  
*Technical Director, Emeritus*

By: Gary Wilmer



Recently I received a request for some information about tires for older cars, in this instance a 1960 Chevrolet. Radial tires vs Bias ply and who would be the best distributor to purchase these tires. Remember, my answers to these questions are based on my experience, the experience of others I know, and my opinion.

The best radial tires I believe are Diamond Back brand. Second are either Coker or Universal. I deal with Universal (near Hershey, PA) because I have taken my wheels there and had them mounted right there in person. You can order them to be delivered if you want to get them mounted yourself. Diamond Backs will be more expensive.

If you don't care about originality, radials will ride and handle better. You will be happy with the newer bias looking radials but make sure you get correct width of the whitewall. Coker Classics are Coker's own brand of radials that are nice and will be good if you just want radials to drive at a reasonable price.

American Classics are another line of radials sold thru Coker or Universal. I had Coker Classics on my 1950 Mercury and put many miles on them to shows in Georgia, Michigan and into Canada. However, I was just in the touring class and not point judged. Personally, I like the looks of correct size, tread, ad type of tires that were original to the car. That, in this case, would be bias.

Some owners point out that radials are safer than bias. I don't believe it. We normally don't drive our old cars every day to work around 695 or at 70+MPH. Almost all my cars have bias plys and I don't feel unsafe at all. However, if you want to drive your antique more than just to shows, radials are great. No downside except for judging. Any of the reproduction radials will be fine.



# The National DeSoto Club Convention In Altoona, Pa., Very Successful

By Bill Wurzell, Editor  
The Chesapeake Bulletin

The 36th Annual Convention of the National DeSoto Club in Altoona, Pa., was a lot of fun and very successful. A large turnout came from all areas of the country, but mostly from states east of the Mississippi River.

The convention was more successful than my journey to Altoona was. I left on Friday June 17. I had my GPS programmed for the Swigart Auto Museum in Huntington, Pa. I was supposed to meet with a group of members at the museum and tour the museum, then return to the Altoona Grand Hotel. I was rolling along I-70 west when I noticed my GPS had me turning on I-81 south! That threw me a curve. I was close to the last rest stop in Maryland at South Mountain.

I explained where I was going and the information that my GPS was giving me. The two ladies that I spoke with tried to provide directions to the museum, but they were confusing me more. No one at the rest stop knew directions to the museum.

If I would have stayed on I-70 west, I would have been okay. I exited I-70 before Breezwood, this was a huge mistake on my part because if I would have stayed on I-70 there is an exit for Huntington, Pa., where the museum is located. On top of this, I completely lost my cell phone service. I didn't get it back until Sunday evening after I returned home.

While at the convention I heard that many Verizon cell customers also lost service. I also heard that Verizon sent an apology to all customers that were affected. How unusual!

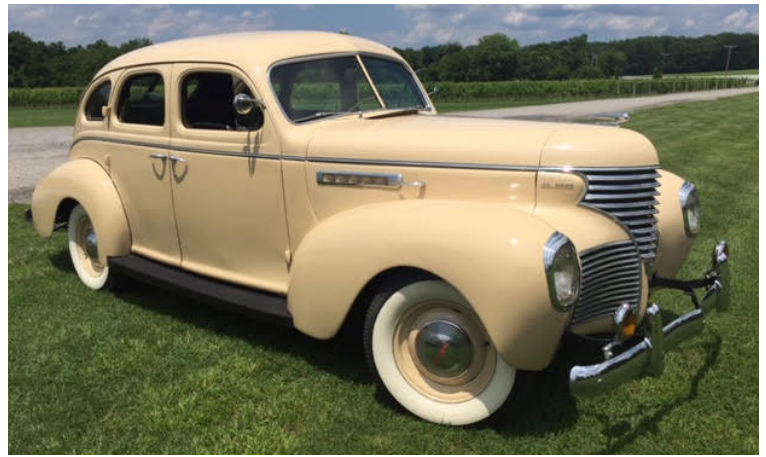
There were about three dozen DeSotos of various years on the show-field. One of the most spectacular was a 1955 Firedome station wagon, black over red, and gorgeous. This was an early model because it had modified 1955 Chrysler tailights. Additionally, this car was once owned by actor/comedian, Dan Ackroyd. Mr. Ackrod 'autographed' the dashboard, which resulted in the owner being 'gigged' when judged. The reason being, it wasn't original! Sad but true.



Early production model of a 1955 DeSoto Firedome station wagon.



The 1955 DeSoto station wagon on the left is an early production model with modified 1955 Chrysler tailights. The 1955 DeSoto station wagon on the right is a later production model and has tailights that were designed for the 1955 DeSoto wagon. Which one do you think is worth more?



**Best of Class:** Joe & Ellen Jenkins, Ellicott City, MD  
1939 DeSoto Custom Sedan.



**2nd Place** ~ Murray Cole, Millersville, Md., 1949 DeSoto Custom Sedan

## WINNERS:

Class I ~ 1929 -1940

4th Place: Joe Warner, Sr. ~ 1931 CF Roadster

3rd Place: Rich Hartung ~ 1939 Custom 4-dr. sedan

2nd Place: Al Smith ~ 1939 Custom 4-dr. sedan

Best of Class: **Joe Jenkins**, Ellicott City, Md. ~ 1939 4-dr. sedan

**Clean sweep by the Maryland Chapter--Awesome!**

Class II ~ none from DOCM

Class III ~ 1949-1954

2nd Place ~ **Murray Cole**, Millersville, Md., 1949 Custom Sedan (This car sat in a garage for 43 years until **Willis Terrett** acquired it. He and Murray Cole resurrected the car in 2014. Willis signed the car over to Murray in 2016).

Class VII ~ Modified

2nd Place ~ **Bob & Terry Lutman** ~ 1959 Firesweep 2 dr sportsman.

## BEST OF SHOW

**Rocco Baldino** ~ 1953 Firedome Sedan (395 points out of 400)  
This car was purchased new in 1953 by Rocco's grandparents. It has been in the family since new.



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

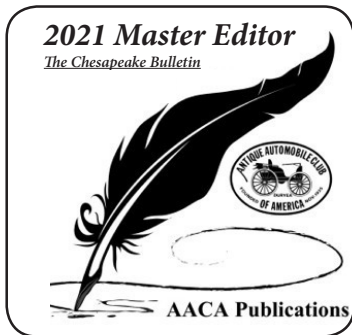
First Class Postage



Like us on Facebook @Chesapeake Region AACAA



www.chesapeakeaaca.org/



**No GPS. No problem.**

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

**HAGERTY** | Insurance

+1-800-922-4050 | Local agent | [hagerty.com](http://hagerty.com)

Policies underwritten by Essentia Insurance Company. Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Only the HDC Program Guide contains a complete description of benefits. Purchase of insurance not required for membership in HDC. All third party makes, models, and vehicle names are property of their respective owners. Their use is meant to reflect the authenticity of the vehicle and do not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Hagerty is a registered trademark of the Hagerty Group LLC, ©2022 The Hagerty Group, LLC. All Rights Reserved.