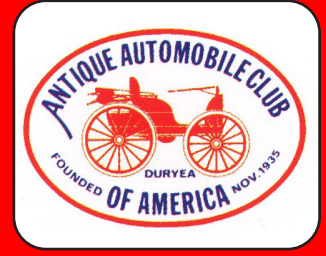


THE CHESAPEAKE BULLETIN

The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 63 Number 9 September 2023



Participants in the July 27 excursion to the Mecum Auto Auction in Harrisburg, Pennsylvania, Left to right: John Young, Tom Young, Dan Artley, Gary Wilmer, Tom Dawson, Allen Swim, Shelly Hack, Barb Artley, Phil Hack.

By Phil Hack, AACA

Chesapeake Region Activity Director

Thursday, July 27th, eight of us saddled up and rode off to the MECUM AUCTION in Harrisburg. Shelly and I picked up our friends Barb and Dan Artley at their home in Parkton. We then drove together to the Shrewsbury Cracker Barrel where we were greeted by the others anxiously waiting to get on the road to head north on Rt 83 to the Cadillac of car shows. Chesapeake president Tom Dawson rode along with Gary Wilmer and Tom and John Young in Tom's Chrysler SUV. Having a third row seat available in our Ford Explorer we asked new Chesapeake member Allen Swim to join us for the ride. We're glad he chose to ride along so we could get to know him and welcome him into our club. He has a couple mid '60s GTOs and an Oldsmobile Cutlass. We hope to see him and meet his wife at future events.

This was my second visit to a major auction, and it was certainly just exciting as the first a couple years ago. I used my Vintage Chevrolet Club of America (VCCA) membership to prepurchase a discounted bidding pass. Bidding passes are half price for VCCA members, making the purchase price only \$100. This afforded me an upfront seat in the bidding section along with one guest. I chose Shelly as she

was required to be nearby to keep my hands down. Normal entry fee is \$30 per person, so I wound up paying an extra \$40 for the privilege. Well worth it! Along with my preregistration, I also submitted an Automated Clearing House (ACH) form. This form contains my bank routing number and Home Equity Line of Credit account number. This enabled me to bid up to the limit of my line of credit. What a deal! Buy an outrageous car and possibly lose my house. Hmmm...might be worth it. Oh, I might end up losing Shelly too.

I've been searching for a late '70s Chevrolet or GMC pickup with a 454 under the hood. I'd really like to take my 1947 Chevy Woodie to some National Woodie events but I need a suitable tow vehicle. I would also consider a similarly equipped Ford or Dodge. The closest I found was a base model 1998 Chevrolet 3500 1 ton model. This truck looked like a typical white utility truck used by 'any municipality USA'. However, it was equipped with a 454, overdrive automatic transmission, towing package, gauge package, A/C, stereo, tilt wheel, cruise control and deluxe mirrors. This bottom line truck was fully equipped for long haul towing. The catch? It never did. The odometer read 2,556 miles and it was correct! It had sat practically unused inside a dealer-

ship for nearly 25 years, and it looked it. This was essentially a brand new truck. I decided to pass as it sold for \$33,000.

All models of cars and trucks you could possibly dream of were there: stock, unrestored, restored and many, many restomods. These highly modified vintage muscle cars are now bringing more money than their impeccably restored models. One interesting stunning '69 Z/28 Camaro sported an odd sky blue color none of us had ever seen. The seller said it was Carolina Blue, a very rare special order color. Less than ten left the factory in this shade.

For those who have never been to an auction like this, as potential bidders, we could walk up to every car and touch, open the hoods and doors, climb in, whatever. If the owner happened to be close by, they were always willing to share information about the car. Even with all this freedom, everyone was extremely courteous and respectful of the vehicles. People treated the cars gently with care as though they were their own. Nice.

It was an exciting day for everyone! We really should make this an annual trek. So, you're probably wondering. After all this, what did I spend my hard earned money on? A sausage & peppers sandwich and a coke.



Tom & Judy Dawson's 'New' Ride... 1985 Buick Riviera Convertible

Tom and Judy Dawson have been searching for a full-size, domestic convertible for some time. They located this one in Morgantown, Pa, at The Classic Auto Mall.

The Riviera was Buick's first entry into what became known as the personal luxury car segment, and the nameplate was first introduced in 1963. The word itself translates to 'coastline' in Italian, and in line with the wealthy target market for this model, the marketing for the Riviera conveyed the appeal of the French Riviera region which has always been known for its vacation resorts and opulence.

The E-body was shared with the Oldsmobile Toronado and the Cadillac Eldorado, and this marked the first time the Riviera had front-wheel drive. A few years later in 1982, a convertible was offered, but it was sold in limited numbers and limited color combinations--it was only available with a white or red exterior, and all convertibles came with red leather interiors.

Another long-time member of the club, Ronald King also has a 1985 Riviera. His is a hardtop with the rare W85 package that features real wood accents inside along with a solid wooden steering wheel.

According to the Standard Catalog of American Cars by James Flammang, there were just 400 Riviera convertibles produced for the 1985 model year. To put that into perspective, there were 65,305 total Rivieras produced that year. That means only 0.6% of Riviera production was for convertible models.

Members Passings

We recently received information of the death of two members.

Richard 'Rick' Holler died last month. He was a life member of Chesapeake Region and Antique Automobile Club of America.

Richard Moore, was a former member who passed away earlier this year.

Our sympathies to their families.



Tom's Buick Riviera with the convertible top up--Photos courtesy of Classic Auto Mall



Second Printing

IMPORTANT BYLAWS NOTICE

Proposed new language to be added at the end of Article VI

Any gift or charitable contribution proposed by the Executive Board shall be specifically approved by a majority vote of the members present at a Membership Meeting before disbursement.

--Jack Treadwell, June 12, 2023



Shelly Hack checks out the \$33,000, 1992 Chevy truck with the 454 cid motor and only 2,556 miles on the odometer. Phil passed on the truck.



Also mentioned in Phil's page 1 text, above is the 'Carolina Blue' Chevy Camaro Z-28.

Spotted in Clarksville, Maryland...



The above 1940 Chrysler sedan was spotted in the Clarksville, Maryland area by club member Harvey Rapp over a month ago. Recently, I stopped in the McDonald's in Clarksville. Low and behold, the '40 Chrysler that Harvey spotted, was parked in the angled parking lot to the rear of the McDonald's building. I took the above photos of the car, when finished, I affixed a Chesapeake Region business card to the driver's side front door window. If any member knows the individual that owns this vehicle, please invite him or her to join Chesapeake Region.--Bill Wurzell

The President's Message

From Tom Dawson

Hello Chesapeake Members!

Holy Mackerel, September already! By the time you read this, the kids will be back in school, and Labor Day is a couple of days away. HAVE NO FEAR! There's lots more to come before we put 'em away, check the anti-freeze and cover them up! Arcadia, Hagley, Media, our Autumn Harvest Show in Manchester, Retirement Center/Nursing Home visits, Carlisle, Treasured Motor Car's Open House, not to mention Hershey, Rockville, Glenn L. Martin and our Poker Run! Whew! We have got to be one of the most active Regions in all the AACA.

This brings me to a more serious note. The Club's participation in all of these events and activities, and more, has been coordinated for the most part by one person. You know who I'm speaking of. Phil Hack has been doing this incredible work for nine years! That's a long time for that kind of responsibility. The future of this Club, (which has been one of the most successful of it's kind in the state, maybe in the AACA), is in the hands of it's members. My intent was to remain as President for another year and then to take the Activity Director position. If Phil leaves before my third year, I'm not sure how quickly that role is likely to be filled. If I take over for Phil, that leaves the Presidency wide open! You see the conundrum? Not only that, but our Treasurer has already announced his departure after many years of serving in that role. Fortunately, Lyndie Vantine has agreed to take the position. Our current Vice President has announced his desire to step down, as well as our beloved newsletter editor. We are also looking for a new Social Director.



So, you can see that we are coming to a crossroads. Do we continue the path we've set, or do we look at each other, shrug our shoulders, and end up like so many other clubs that looked the other way? I'm asking, I'm begging, for some fresh talent with new, great ideas, spirit, and passion to keep Chesapeake alive and well!

Thanks for letting me vent, 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 (ACA 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 \$45 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



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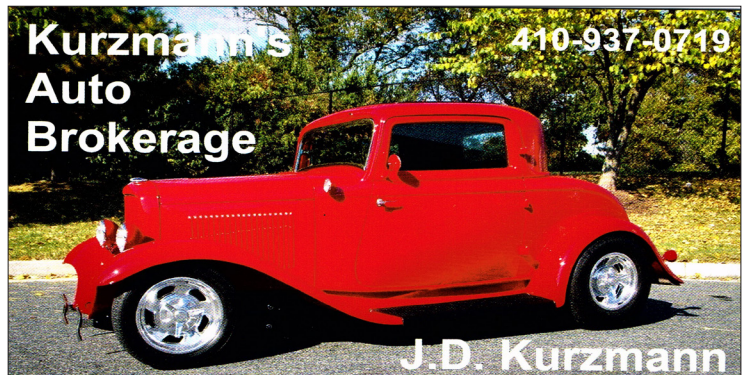
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'MY STORY'

By Harold 'Buzz' Diehl
Chesapeake Region, AACA

I grew up in the storybook neighborhood of Sudbrook Park in Pikesville, Maryland. My parents purchased a new brick house there in the year 1940 and moved in with my older sister. The United States was thrust into World War II in December 1941, and I was born in October 1942. As a very young child, I was of course unaware of the major world events occurring and the impact of those events on our neighborhood: military service of our residents, war material production, blackout drills, war bond drives, victory gardens, and scrap metal collections.



My idyllic neighborhood world was one not unlike the Lionel 0-gauge Christmas Garden that my parents would set up in the basement of our house every holiday season. The Western Maryland Railroad ran smoke-puffing steam engines through it, similar "Plasticville" houses lined our curving streets, and holidays were eagerly celebrated with parades and carnivals. We even had a one-ring circus visit town.

Much beloved Christmas gifts over the years included bicycles, wagons, Erector Sets, toy gas stations, toy automobile dealerships - and AMT model cars. As the 1950s evolved, so did my interest in automobiles. Post-war body designs were blossoming, and mechanical innovations were making vehicles much easier for everyone to operate. Multiple manufacturers joined in the post-war boom.

On our family's frequent car trips to and from Baltimore City, I'd eagerly await the passage of car dealerships along the way, to gaze into the showroom for a fleeting peek at the latest vehicle offerings: Park Circle Chevrolet, General Pontiac, Moyer Motors Lincoln-Mercury, Marshall Motors Ford, and Penn Bros. Plymouth-DeSoto.

My automobile interest has always been the outer visual design, versus the inner mechanical workings of the various parts. I am not a traditional "gear head." My mechanical skills are rather limited. I'm fascinated by, and many times have been thankful for, the expertise of fellow club members who possess those skills.

As a child I spent much time collecting contemporary era AMT scale model cars and constructing antique model cars from Revell model kits. With sketch pad and colored pencils in hand I also spent many hours designing my own "Diehl mobiles."

My dream career as a teen was to become an automobile designer with a major car company, such as General Motors, Ford, or Chrysler. I obviously was not alone. Thousands of other teenagers had that same desire, as evidenced by the large participation in the annual General Motors Fisher Body Craftsman's Guild competition to design and build a model of a futuristic car. What might have been the outcome if I had also participated? I'll never know but often wonder. Many of those participants were eventually employed by General Motors and other major automobile manufacturers.

When eventually faced with the serious need to select a career path, I considered the Industrial Designer profession, with training at the Art Center School in Los Angeles, California, but eventually opted for the more local and practical route of training in Business Administration at the University of Maryland in College Park.

My first car was a red and white 1956 Chevrolet Bel Air two-door hardtop that I maintained with periodic tune-ups and bodywork. It was my transportation while at college. A buddy and I took a 1962 road trip in his 1961 Hillman Minx, west to Yellowstone National Park, with many "adventures" along the way. At my request, we made a stop in Detroit to visit Motor City. We toured the Ford Rotunda, but unfortunately were unable to experience the massive River Rouge Ford assembly plant. It had been shut down temporarily for the 1963 model changeover.

At the University of Maryland, I was introduced to the new, fascinating world of electronic computers, programming, and systems analysis...and became hooked!

That "hook" led me to a career designing, developing, and implementing new computer systems for Baltimore City government: dragging them kicking

and screaming from old manual ways into the new world of computer operations. That process was rewarding to me, and I particularly enjoyed being a small part of the amazing Baltimore City renaissance then underway, led by

Continue to page seven, 'MY STORY' ...By Buzz Diehl



The Diehl family homestead. Notice the round tailights on the 1948 Pontiac? They became a Pontiac staple for years.



Buzz's father, Harold Diehl, Sr., mother: Dorothy and sister: Dorothy Carroll, called 'Dot C'.



Buzz's sister, Dorothy Carroll, mother: Dorothy and father: Harold, Sr., and Buzz.



Buzz's first car, a 1956 Chevrolet Bel Air Sport Coupe.

Continued from page 6, 'MY STORY'...By Buzz Diehl

visionaries Mayor William Donald Schaeffer and Housing Department Commissioner, Robert Embry.

Upon retiring in 2007, I decided to get into the antique car hobby, joined the Chesapeake Region, AACA, and began looking for a car to purchase. I found a nice 1966 Pontiac LeMans convertible on an eBay auction. The car was located in Tennessee. With some careful, creative bidding among many competitors, I was able to win the auction. My son Matt and I drove down to pick it up. After examining the car and finalizing the purchase, and with the seller's assurance that the LeMans was roadworthy, we gassed up and departed for home with our vehicles.

Meanwhile, in preparation for this first antique car, I contracted for the replacement of my deteriorating 1940s era one-car garage with a new two-car garage. That two-car garage, of course, then needed a companion vehicle.

I decided to look for a 1962 Pontiac Grand Prix or a 1962 Pontiac Catalina convertible. In 2009 I found and purchased a 1962 Catalina convertible from a seller on Long Island, New York. It needed some restoration work.

In late October 2012 disaster struck. My wife Barbara and I were on a vacation trip in San Francisco when we received a call from our son Matt, who was in Towson, housesitting for us. Hurricane Sandy, on its trip past Maryland, had blown over our very large backyard oak tree directly onto our new garage containing the two antique cars. Everything was crushed! Splintered garage debris now covered my two, now invisible, antique cars. The garage door was now just twisted metal.

The insurance companies all came through with damage compensation. I was able to build back a much better garage, and even purchased back from Hagerty the 'totaled' 1962 Pontiac Catalina convertible, thinking I would attempt the repair.

With the Hagerty insurance compensation, I purchased a 1990 Corvette roadster and later a nearly identical 1962 Pontiac Catalina convertible from West Virginia. The crushed Catalina then became a parts car that I eventually was able to sell.

In 2011 Chesapeake Region was looking for a webmaster to replace Ted Schneider, who announced that he would be stepping down from that position. With my computer background I decided to volunteer. I've held that position ever since.

Managing the operation of an organization such as ours, with hundreds of club members, and annual activities such as our Swap Meet, with hundreds of vendors, is best done with computers. I've been able to assist with such management by developing computer systems used by our Membership and Swap Meet staff.

I've also used my love of photography to document the many Chesapeake Region activities over the years. I've taken thousands of photographs of club members and club events, such as our car shows, picnics, banquets, trips, and anniversaries.

Being a member and participating in the management and activities of our Chesapeake Region, AACA has been a very enjoyable experience for me.

Barbara and I have enjoyed the Chesapeake Region friendships we've made and hopefully have contributed a bit to its continued success long into the future.



Buzz with his pride and joy bicycle...at least until he got the Chevy Sport Coupe!



The heartbreaking loss of the two Pontiacs after the oak tree uprooted and fell on the garage.



The 1966 Pontiac LeMans convertible left, the 1962 Pontiac Catalina convertible on the right. Both totaled!



Above and below, each car before the tree fell...



Chesapeake Region Activities For 2023

DATE	DAY	TIME	EVENT	LOCATION
SEPTEMBER				
2	Sat	9-2	Wheels from the Past Labor Day Show	Green Turtle Edgewater, MD
9	Sat	9-3	Bel Air Moose Lodge Show	Forest Hill, MD
11	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
16	Sat	3-7 PM	Guntry Café Toys for Tots Show	Owings Mills, MD
17	Sun	10-4	Hagley Museum Excursion	Wilmington, DE
14-17	Thu-Sun	9-1	Arcadia Steam Show	Arcadia, MD
22-24	Fri-Sun	Daily	Annual Boardwalk Show	Wildwood, NJ
23	Sat	8-2	Street Survivors Swap Meet	Glen Burnie, MD
24	Sun	9-1	Autumn Harvest Collector Car Show	Manchester, MD
24	Sun	9-3	Buick Owners of MD all GM Show	Boyle Buick Abingdon
22-24	Fri-Sun	Daily	St. Michaels Concours d'Elegance	Kent Island, MD
30	Sat	9-2	Treasured MotorCars Open House	New Freedom, PA
OCTOBER				
27- 1	Wed-Sun	Daily	Fall Carlisle	Carlisle, PA
1	Sun	10-2:30	Baltimore Cancer Support Group	Joppatown Plaza
1	Sun		Immanuel Episcopal Church Festival & Show	Glencoe Rd, MD
4	Wed	noon-7	Al Prueitt Restorations Open House	Glen Rock, PA
3-6	Tue-Fri	Daily	AACA Eastern Fall Nationals	Hershey, PA
4-8	Wed-Sun	Daily	Cruisin' Ocean City	Ocean City, MD
9	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
14	Sat	11-3:30	Rockville, Antique & Classic Show	Rockville, MD
15	Sun	9-3	Historical Car Club of PA Fall Meet	Media, PA
21	Sat	11-2	Open Cockpit & Car Show Day	Martin Aviation Museum
29	Sun	Day	POKER RUN	Balto/Carroll Counties
NOVEMBER				
4	Sat	8-noon	Tall Cedars of Lebanon Show	Parkville, MD
4	Sat	11-3	Kiddies Toy Cruise - Amish Market	Amish Market Shrewsbury
13	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
12	Sun	12:00-3:30	Membership Banquet	Friendly Farms

4th Fridays	4-8	Markets at Shrewsbury Cruise-In	Amish Market Shrewsbury
Saturday Evenings		Lost in the 50's Cruise-In	Marley Station Mall
3rd Saturdays	4-8	Harford Winery Cruise In	Harford Winery, Forest Hill MD
Fri Evenings	5:30-9	Street Survivors Cruise Nights	E Park Shop Ctr, Glen Burnie, MD
Fri-Sat Evenings	5-9	Parkville Weekend Cruise	N. Plaza Shop Ctr, Parkville, MD
Saturday Evenings	4-9	Cruise at Home Depot	Sykesville, MD
Saturday Evenings	4-9	Boulevard Cruise Night	Abingdon, MD

There were 28 members and guests in attendance.

Welcome: President, Tom Dawson - Tom called the meeting to order at 7:00 pm He introduced new members Bob and Mary Eubank and later registered new member Bruce Stumpp. Tom then read a letter and presented Michael Taylor a \$500 award for outstanding scholastic achievement and contributions to the Club. Tom then read another letter and presented another \$500 gift to Collette Mallon to present to St. Elizabeth's School, in recognition of outstanding service to the children with special needs in our community. Following these presentations, JD Kurzmann of Kurzmann Auto Brokerage, presented a program, instructing us on how to buy and sell automobiles on E-Bay.



Secretary's Report: Judy Dawson - Judy read motions made at the last Executive Board Meeting. Motion: It was moved and seconded that, with the approval of the General Membership, we donate \$300 to The Fire Museum of Maryland, in gratitude for the use of their facility at our recent Fire Museum Show.

Treasurer's Report: Jack Treadwell - In Jack's absence, Tom gave his detailed monthly report. A motion to approve a \$25 donation to the AACA Library in memory of Richard M. Hollar was made by Tom Young, seconded by

Al Zimmermann. Passed. A motion to approve the report was made by: Paula Ruby and seconded by: Mark Stershic, The motion passed and the report will be held for audit.

Vice President's Report: Nick Prevas - Nick reported that Buzz Diehl has completed his Member History that will be held for publication later in The Bulletin.

Membership/Facebook Report: Vicky Wilmer - Our current membership stands at 350 adults, and 10 students, for a total of 360 members.

Activities Report: Phil Hack - Phil reported on upcoming activities as outlined in the CHESAPEAKE REGION ACTIVITIES FOR 2023 chart enclosed in this copy of the Bulletin. Paula Ruby has volunteered to be the Officer of the Day for The Manchester Harvest Show in September. Bob Natale reported that the Mayor's Office wants to coordinate the Opening of the Phoenix Road Bridge in September. Bob will continue to coordinate arrangements. Tom Young reports that he will be racing at Capital Raceway on October 28. He has invited us to come and cheer him on!

Technical Report: Gary Wilmer - Gary reports all submissions are welcome!

Chief Judge Report: Henry Chaudron - Henry and the Judging Committee are busy working on new protocols and procedures for The Autumn Harvest Show in September, Judges will be needed.

Legislative Report: Mike Natale - All is currently quiet with legislation. SEMA is working on two concerns. See Mike for details.

Bulletin Report: Bill Wurzell - Bill reports that the Adobe System he has used for years recently crashed and burned. He was able to purchase the use of an older version which he's been able to use, but the going has been slow. Please get all articles into Bill as early as possible, as its taking him longer than usual to get articles finalized. The program he is now using is Adobe CS-4, which he is renting for \$21/month.

Website Report: Buzz Diehl - Website is updated and flyers for upcoming events are available, including a flyer for the Fall Banquet, including reservation application.

Director's Reports:

Paula Ruby - Paula reported that, once again, she was disappointed by the lack of recognition given to Chesapeake in the write-up of the Spring Nationals held at Gettysburg, especially in regard to our sponsorship of the Cruise-In on Thursday Evening. Paula also mentioned that we need new signage for the Manchester Show. Banquet Reservations are now available through a flyer on the website.

Tom Young - No Report Tom reported that he is still waiting for confirmation and costs from the Howard County Fairgrounds for next year's Swap Meet.

Historian Report: Chip Miller No Report

Social Committee Report: Judy Dawson - No Report Judy is looking for a replacement for this position, as her Secretarial duties are keeping her busy.

Sunshine Report: Margaret Werneth - Bruce Knott had recent surgery.
Old Business: None

New Business:

MOTION: To reimburse Bill Wurzell the \$21, or any increased future cost for monthly Adobe rental fee, made by Judy Dawson, Seconded by everyone! Passed!

This month's Board Meeting will be moved from August 28 th to August 29" so Vicky can attend.

Gary Wilmer reported that the Sugarloaf Region has been asked to organize next year's Glidden Tour and has asked if we might be interested in sponsoring a stop or activity. Response was positive and we will discuss it further once dates are confirmed.

Roundtable Discussion: Phil Hack has been Activities Chairman for 8 years and would like to be relieved. Tom Dawson has said he would be willing to fill in, but he needs someone to come forward to take over the Presidency!

50/50 Raffle: \$20 was won by Bridget Taylor. Michael promised he would take it to her!

The meeting was adjourned at 8:40 PM, with a motion by Vicky Wilmer, and seconded by Mark Stershic. Passed.

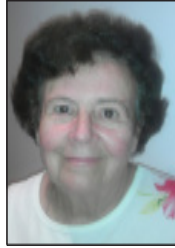
Respectfully submitted,

Judy Dawson, Secretary

SUNSHINE REPORT:

By: Margaret Werneth

I sent a get well card to Pat Wenderoth. -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: paulasparkard@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 ©.

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Elected & Appointed Officers For 2023

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

President: Thomas R. Dawson
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Vice-President: Nicholas J. Prevas, Jr.
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Secretary: Judy Dawson
H-410.688.8358, C-410.812-2090 jdawson228@gmail.com
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Membership Chair: Vicky Wilmer, C-443.340.7703
wilmervicky@gmail.com
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••••• Tech Talk...with Gary Wilmer •••••

• ...with input from members and friends... •

• Tech Talk is Dedicated to Technical Director, Gary Ruby Emeritus •



This month's technical article contains several items that I have thought about or questions that other club members have asked me about.

First, if you set out to detail your engine in your collector vehicle by cleaning and painting the block, generator, carburetor, air cleaner and other attached parts don't forget the exhaust manifolds. I know they are not easy to remove unless the engine is out of the car, but it can be done. Because they get extremely hot, cold, and damp they tend to rust quickly and look horrible. You can send them off to have them ceramic coated (probably the best option) but you can also do it yourself. First, sandblast or glass bead both manifolds.

Second, order some cast iron color high temp exhaust paint from Eastwood. A tip to using this paint. I have had good results, is to brush on multiple coats, three coats is recommended. One coat will look like it is ok, but it won't last.

The second item deals with headliners in sedans and hardtops. I'm talking about the one piece felt headliner in the late 70s and 80s and not the earlier cars with topbows. They were a felt material covering cardboard with a sponge liner in between. The sponge tended to disintegrate causing the felt to drop. I've tried on several cars to attempt to glue it back up with unacceptable results.

The cost to have an upholstery shop order and replace the entire headliner used to be about \$150.00 (probably doubled now) but replacement is, in my opinion, the only option. You might even be able to do it yourself.--GARY

SOCIAL MEDIA

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MEMBERSHIP MEETING

Monday at 7 pm

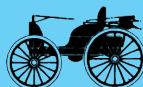
September 11th, 2023

DIVINITY LUTHERAN CHURCH

1220 Providence Road

Towson, MD 21286

AACA Library & Research Center



800 West Hershey Park Drive, Hershey, PA 17033

Student Member Michael Taylor Honored At Membership Meeting

The August 2023 monthly meeting was called to order by President Tom Dawson. Regular business was suspended so the club could honor Student Member Michael Taylor.

President Dawson read a letter to Michael and presented a \$500 award for outstanding scholastic achievement and contributions to

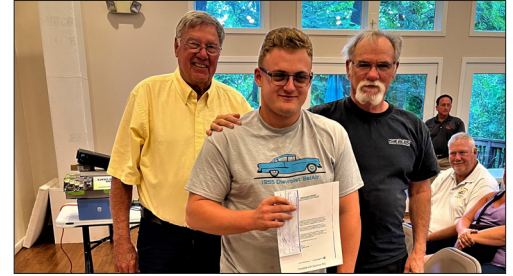
the Club. President Tom then read another letter and presented another \$500 gift to Collette Mallon for St. Elizabeth's School in Baltimore. This is in recognition of outstanding service to the children with special needs in our community. Michael has attended St. Elizabeth's and is a recent Senior Graduate.



Above, l to r: Michael's mom, Mrs. Bridget Taylor, Michael, Collett Mallon of St. Elizabeth's School; back row Shelly Hack, Phil Hack, Michael's Aunt Bernadette.



President Tom reads a letter to St. Elizabeth's Collette Mallon about the Club donation of \$500.



Michael with Tom Dawson and Phil Hack. Phil has been Michael's mentor.--Vicky Wilmer photos



Michael with Tom Dawson and his St. E's Transition Coordinator, Collette Mallon.

Saturday August 12, 2023

My First Visit To The Howard County Fair Since Our Car Shows Were Discontinued

By Bill Wurzell, Editor
The Chesapeake Bulletin

August 12th was the last day of the 2023 Howard County Fair and a Saturday. I thought I would pay a visit to the fair I hadn't been to since we discontinued car shows. I arrived in the parking lot a little after noon and I lucked out and got a parking place very near the entrance. I was using my mobility scooter when I pulled up to the ticket seller. The lady in the ticket booth waved me on through. I ask her "is this a senior citizen perk?" "She said not necessarily." I didn't belabor the point and I just eased on through. Saved me five bucks!

Just inside the entrance were two cars that I pretty much recognized immediately. A 1925 Buick four-door touring convertible, and a 1928 Buick two-door rumble seat coupe. I recognized these cars as belonging to the Frank family. Nearby and under a tent was the venerable old 1911 Buick. This car has been in the Frank family for decades.

On the first day of the fair, the old Buick leads the parade that opens the fair. Also in this area there was a huge display of farm tractors. Just about every make you can think of was

represented McCormick, McCormick-Deering, Case, Ford, Ferguson, John Deere, International and many others. Close by, a mid 1950s Ford farm truck that looked well used.

Moving into the middle of the fair on the Midway there was about every vendor you can think of selling every possible item that you would find at a state or county fair.

I felt like I wanted a Italian sausage sub or sandwich. I was anxious to know how much that was going to set me back. The first place I tried was a big trailer very impressive lots of signs on it and they were selling Polish, Italian and German sausage sandwiches. I stepped up to the order window and I asked the guy how much is an Italian sausage sub he hesitated and mumbled something and a woman inside the building said \$14! Now, I understand that the Covid 19 Pandemic and inflation has really put a strain on small businesses like these vendors. On the other hand I can't escape the feeling that some of these businesses are taking advantage of the situation. I told the guy at the window no thanks. They were also charging \$8 for a hot dog! This business had absolutely no

customers anywhere. That's what I told the guy at the window and the woman inside, "I said maybe that's why you don't have any business your prices are too high. They couldn't argue with that logic. As a business minor in college I remember the 'Law of Diminishing Returns.' Which states that prices can be increased to the point where they cause a loss of revenue.

I shopped around and found another vendor 'Big-hearted Lenny's'-Lenny was selling the subs for \$12! It didn't come on a hot dog bun it was on a hoagie roll. It was very enjoyable. I'm not sure it was worth \$12 but that was the best I was going to do if I wanted a Italian sausage sub.

Later on the funnel cake phantom was tapping me on the shoulder and I finally caved in and went to a local West Friendship Volunteer Fire company that was selling funnel cake for eight bucks. This was probably as good as it would get, and it was a very good funnel cake. Lots of fun at the Howard County Fair!

It was fun to revisit the Howard County Fair which I rarely ever missed for many years. I was disappointed when we had to discontinue our car shows there, but we survived.

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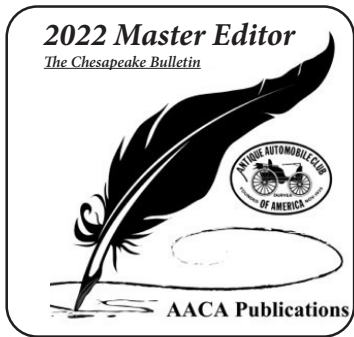


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