

THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 62 Number 1 January 2022



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People And Automobile Clubs Come Together To Help A Young Man Get His '55 Chevy On The Road



Michael Taylor left, Phil Hack center, and Stew Chandler (VCCA) right, work on rear hub of Michael's Chevy.

By Philip Hack
Chesapeake Region Activity Director

Late this summer, I was contacted by VCCA National President Franklin Gage regarding a young man with a 1955 Chevy that he had inherited from his Dad. The car was not running and had been sitting for several years.

Michael is 18 years old and is on the autism spectrum. He is in his junior year at St. Elizabeth's School in Baltimore and is learning to drive. Tragically his dad, Darin, passed away last March leaving Michael the 1955 Chevrolet Bel Air sedan. Michael desperately wanted to get his dad's car running again and wanted to do the work! He needed help from knowledgeable adults to guide him through the process.

As Director of the Free State VCCA, I recruited fellow members Jack Anderson and Stew Chandler to look into this endeavor. Turns out Michael, his mother Bridget, and two sisters live in Cockeysville, right around the corner from me. Three of us went over and met the family and looked over the car. The vehicle is a pretty solid, four-door sedan. Michael's father purchased the car in Texas some 20 years ago. Jack Anderson, a Certified Appraiser and our resident '55 Chevy expert, speculated the car had spent most of its life in winter free Texas since rust was minimal.

Michael's dad had a MAACO paint job done and replaced the original six cylinder motor and Powerglide transmission with a small block V8 and a TH350 transmission. It was going to need a fair amount of work to make the Chevy roadworthy again.

After we completed our inspection, Bridget invited us in her home for some lemonade and cookies. We discussed what we found and told her and Michael we would develop a plan and get back with them. On the way home, our decision was unanimous. We would take on the project! The car would have to be transported to my house and the work performed in my garage. I was excited. Fellow Chesapeake Region members Gary Wilmer, Ron Fleming, and Chesapeake Region President, Tom Dawson volunteered to join us in the project. The car was transported to my garage in September and work commenced. In addition to not having a strong battery, the engine

Continue to Page 2, '55 Bel Air...

Continued from Page 1, '55 Bel Air...

Michael Taylor's 1955 Chevrolet Bel Air, Is 'On The Road Again'

would not run because of fuel issues, not the least of which was the Holley 4bbl was completely gummed up. The brake pedal went right to the floor. The front brakes were relatively new, but the wheel cylinders were leaking. The rear brake shoes and cylinders were worse than shot. The wheel cylinders had rusted and blew out, leaking brake fluid all over the place. The linings were the consistency of graham cracker crust; completely falling off the shoes. The master cylinder was totally rusted out and shot too. All four drums had been cut beyond the safe specification and had to be replaced.

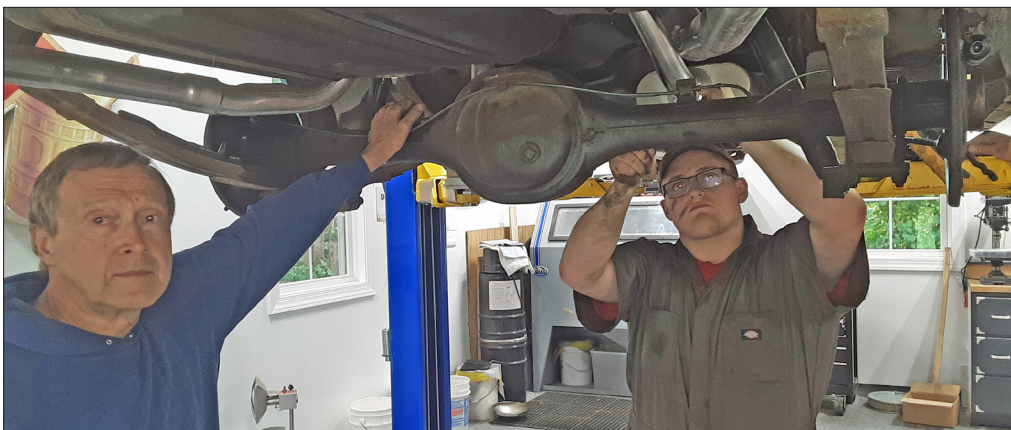
Other than the critical items mentioned above, the car had a multitude of minor electrical issues, fluid leaks and tons of cosmetic issues. All four door windows were cracked, and the driver's window wouldn't roll down. All the door and window seals and tracks also needed replacement. The wiper motor was in a box and did not work.

Gary purchased a rebuild kit for the Holley and had a friend rebuild it for free. After flushing the gas tank, blowing out the fuel lines and dealing with several other minor issues we got the engine started and idling fine. Ron took the wiper motor home, repaired, and cleaned it, and returned it looking like new. He also donated a pair of rear brake drums. Jack was our 'Supply Chain' guy ordering many of the brake parts required. However, we were stuck without front brake drums and windows. Enter long time VCCA member Bill Baldwin who supplied us with a nearly identical parts car.

We picked a date and all of us convened at Bill's and went to work. His front brake drums had plenty of metal left on them and his car had all the glass. We stripped his car bare, pulling off all four doors, front fenders, seats, and a multitude of other goodies.

By early November, we finally had all the critical issues corrected. Stew, Ron and I climbed into the car and Michael took us for the 'Maiden Voyage.' We drove straight to his home. Bridget was outside as we pulled up with Michael behind the wheel joyously blasting the horn! What a thrill for all of us. We then went to Five Guys restaurant where Michael treated us to lunch.

This journey is not over. I'm continuing to work with Michael to get all the windows replaced and address many other issues. His grandmother made new seat covers and is helping out with restoring the interior door panels. Michael has been a joy to work with. He's an enthusiastic, and a quick learner, a natural with tools, and looks forward to helping me with my projects. He also has joined Chesapeake Region as a student member. This has been an exciting and rewarding project for all of us. Thank you to all who have helped out.



Ron Fleming checks out the undercarriage while Michael tightens a shock absorber.



Michael adjusts the fuel mix on the carburetor while Gary Wilmer looks on.



Honestly, 'all I did was turn the steering wheel and it came off in my hands!'



Gary Wilmer instructs Michael how to smooth the idle on the engine so it is at the ideal RPM.

Phil Hack Photos From The December 5th Annual Baltimore Mayor's Parade

Bill Ningard, Long-Time, Loyal Chesapeake Region Member, Succumbs To Illness



Activity Director Phil Hack poses with friends, Susan and Frank Schmidt and FOX 45's 'Jimmy The Weatherman.' In the background is Phil's dutiful 1947 Chevrolet woodie wagon, "Termite!"



The Snowman Air Balloon hasn't fainted. His handlers had to duck him under a low-hanging electrical wire.



In a gorgeous 1957 Chevy Bel Air are Lyndie Vantine and behind the wheel, Ron Fleming. Standing outside is Director at Large, Paula Ruby.
LARGE GROUP PHOTO ON PAGE 6.



Bill Ningard

The Bulletin was recently informed of the death of long-time and loyal member, William W. 'Bill' Ningard of Bel Air. *William Wilson Ningard*, age 89, of Bel Air, Maryland, passed away on November 29, 2021 at his home. Born in Baltimore, he was the son of Vernon and Evelyn Higgs Ningard. He was a veteran of the United States Air Force and worked as parts director for an automobile dealer. He was an avid antique car collector and a member of the *Chesapeake Region of the Antique Automobile Club of America*. Bill also belonged to the *Harford Region, AACA*. He was a member of Boumi Temple in Baltimore, and the Dundalk Masonic Lodge. 'Bill' was a lifelong stamp collector and a member of Union Chapel United Methodist Church.

Vistration was held at McComas Funeral Home, Abington. Services and interment in the church cemetery were held on December 2nd at the Union Chapel United Methodist Church, Joppa, Maryland.

Left to cherish Bill's memory, are his wife of 65 years, Phyllis 'Pat' Ningard; God child, Jennifer L. Parker; and God grandchild, Kenneth W. Parker, Jr. In addition to his parents, he was preceded in death by his sister, Anne Simmons.

The officers and members of Chesapeake Region extend their heartfelt condolences to Bill's family.

The President's Message
From Tom Dawson

Hello Chesapeake Members!

W*ell, here we go!* Now I know what it feels like to be the guy who takes Superman's place after he retires! Paula deserves every accolade we can heap upon her.

What a year 2021 has been. Even in the midst of a pandemic, Chesapeake has to have been one of the busiest regions in the country. Credit Paula, Phil Hack, our Activities Director, the Board and you, the membership. No wonder National considers Chesapeake a 'model' region.



My goal is to keep the momentum going, and I need your help! As I have said before, I am incredibly blessed to have the entire Board agree to stay on for another year. With their help and yours, we can make 2022 an even better one.

As you may or may not know, my wife Judy has been elected Social Director. Her task is to arrange activities, not just for the ladies and not always automotive related, but to increase and enhance our lives and fellowship. Please send her your suggestions and ideas and, most importantly, your support.

With some trepidation and a great deal of enthusiasm, I am really looking forward to this new year. I am also really looking forward to getting to know our members who I have yet to meet.

FULL STEAM AHEAD!

Sincerely yours in this great hobby,

Tom

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



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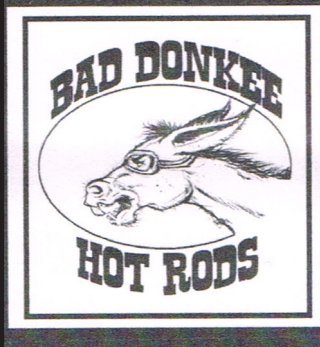
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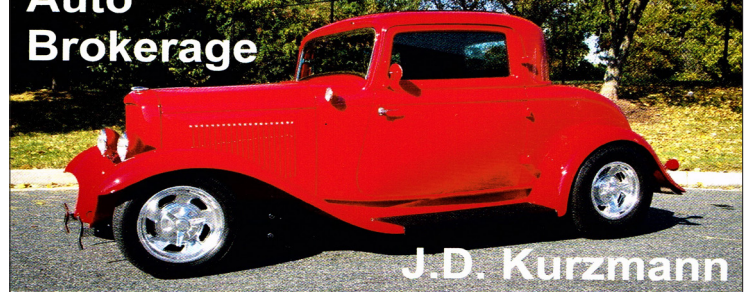
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Chesapeake Region Group At Mayor's Parade, Sunday, December 5th, 2021



Left to right: Chris Bodvin; Elizabeth Bodvin (Miss United States High School 2021) Activity Director, Phil Hack; Frank Schmidt; Susan Schmidt; Lily Berkheimer; Rachalle Bodvin; Shelly Hack; Tech Director, Gary Ruby, Sr.; Social Director, Judy Dawson; Chesapeake Region President, Tom Dawson; Lyndie Vantine; Ron Fleming; Director, Paula Ruby. Missing from photo are Ken and Sally Stevenson and 'Maestro' Ron King.

Sally Stevenson is Santa Clause's favorite elf. Ken, on the other hand is always on Santa's NAUGHTY list!

In this picture Ken seems to be behaving himself as he drives a very important celebrity in The Annual 2021 Baltimore Mayor's Christmas Parade.

The well-known celebrity in the Stevenson's drop dead gorgeous 1947 Ford convertible is none other than the Oriole Bird! Mascot of the World famous Baltimore Orioles. Maybe this will get Ken off of Santa's naughty list! We can only hope.



I Bought A Dump Truck!

A True Barn Find

By Phil Hack, Activity Director
Chesapeake Region, AACA

The term 'Barn Find' has turned into a cliché we're tired of hearing. Seems anything old and battered is now labeled Barn Find (Hmmm...That could apply to some of us.) Well, I recently stumbled upon a truck that can truly fit the term, though technically I did find it in a pole barn. Does that make it 'Pole Barn Find?'

Back in October, Shelly's brother informed us he was purchasing property with a pole barn over on the Eastern Shore. The building had been used for over 30 years as a mechanical shop. Buried in one corner was a dump truck he thought dated back to the 1940s. He knew nothing about the truck except that the owner wanted to sell. Might I be interested? Of course! So, we took a ride over for a look. *OMG!*

The thing looked like a time capsule. Turned out to be a 1949 International KB-6. It was last tagged in 1974. The odometer showed 48,000 miles. The present owner purchased it in 1987, towed it to his shop and parked it inside. He never drove it and never touched it again until now. A few weeks prior, he started putting oil in the cylinders but had not attempted to turn over the engine. I said I was definitely interested, but...well...I had several butts and questions. We left. About an hour later, Shelly grudgingly agreed to go back with me for a look. Upon seeing it, her first words were, 'It's really cute. I like it.' What more did I need to hear? I measured it up and down, front to rear about 6 times. It would fit in my garage. We agreed on a price and the truck was mine! Now what?

As I stated previously, the truck is a model KB-6. This is no farm truck for hauling dirt, hay or manure. This is a heavy duty truck designed to haul rocks. The bed is only eight feet long but the payload rating is at least two ton. It rides on six 20 inch wheels. I suspect it weighs in at close to 10,000 lbs. This old truck is powered by a Blue Diamond overhead valve straight 6, displacing only 250 cubic inches and rated at a whopping 100 horsepower. Its not gonna win any races but with 10 forward speeds (5x2), it will probably pull a house up a cliff. The only corrosion is surface rust on the underside of the frame. The interior

Continue to page 8, 'Dump Truck!'



It took a heavy-duty Peterbilt roll-back to transport the 1949 KB-6 from the Maryland Eastern Shore.



The 1949 International dump truck odometer only showed 48,000 miles, last registered in 1974.



Phil measured the truck carefully to make sure it would fit in his garage. Above he and Stew Chandler pose with the truck happily ensconced in Phil's spacious garage.

Chesapeake Region Activities For 2022

DATE	DAY	TIME	EVENT	LOCATION
JANUARY				
10	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
14-16	Fri-Sun		AutoMania Indoor Swap Meet	Allentown Fairgrounds , PA
28-30	Fri-Sun	Daily	Baltimore Auto Show-CRAACA Display	Baltimore Convention Center
28-30	Fri-Sun	Daily	Winter Carlisle Auto Expo	Carlisle, PA
FEBRUARY				
10-12	Thu-Sat		AACA Annual Convention	Philadelphia, PA
14	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
10-12	Thu-Sat	Daily	Atlantic City Show and Auction	Atlantic City, NJ
12	Sat	11-3	Winter Beater Cruise (Ugliest Cars)	Shrewsbury Farm Mkt
19-20	Sat-Sun		Motorarama: Car, Truck, Bike Show	PA Farm Complex Harrisburg, PA
26	Sat	9-11	Car Show & Cruise All Club Breakfast	Bel Air Moose Forest Hill, MD
MARCH				
6	Sun	7-2	AACA Ontelaunee Region Swap Meet	Hamburg, PA
12	Sat	7-3	CRAACA Collector Car Swap Meet	Howard County Fairgrounds
13	Sun	12:30	St Patricks Parade-CRAACA Members	Mt Vernon Place
14	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
25-26	Fri-Sat	8-3	AACA Sugarloaf Region Swap Meet	Carroll County Ag Center
26-27	Sat-Sun	Daily	Mid Atlantic Nationals Car & Bike Show	Philadelphia Expo Center
27	Sun	8-3	AACA South Jersey Region Swap Meet	Woodstown, NJ

Continued from page 7 'Dump Truck'...
 and exterior are clean as a whistle.
 Now What? I had it hauled home on a Peterbilt rollback. Pulled it into my garage with Stew Chandler's Jeep and my lawn tractor. Obviously, it's not ready to run. Over the next few months, I'll be overhauling the brakes, cooling system and fuel system along with a

multitude of other items that need 'waking up.' Nothing will be repainted as to preserve the originality and patina.
 Fellow VCCA member Stew Chandler and Chip Miller went bananas over it. Gary Wilmer asked me why I bought it and what I was going to do with it? I replied I had no idea, but I thought it was

cool and really wanted it. Gary replied, 'I know exactly how you feel!' Upon seeing it, Al Zimmerman exclaimed, he would have bought it too. I guess it's old vehicles like these that keep us guys from being Barn Finds ourselves! Stay tuned for progress reports.



JUNE 1995

FROM OUT OF THE PAST...

A MINT FRANKLIN BUT NOT FROM FRANKLIN MINT

By David A. Phillips, Past President 1971
Chesapeake Region, AACA

An authoritative book on American automotive history calls Franklin "the most long-lived and successful air-cooled automobile in America." This is well-deserved praise because the company began production in 1902 and continued to produce quality cars until the final curtains were drawn in 1934.

When I was a boy at home, Pappy (my father) drove Franklins and he thought they were the best cars on the road. So quite naturally I had a lot of respect for Franklin cars and interest in the Franklin history. Years later, in the 1980's, when I found out there was a Franklin club, I joined and enjoyed reading about the club activities. In 1992 I attended one of the club's annual meetings, called the Trek, usually held somewhere near Syracuse, New York, where the cars were built. I took my bagpipes with me and entertained the group during the social period. After several years of club membership, I decided I would like to own a Franklin myself and get some first-hand experience as an owner of one of these unusual cars.

By now, from reading the club publications, I was fairly familiar with the different models built during the company's 32 years of production. I ruled out the early cars, say through 1924, as I wanted something roadworthy in today's traffic, one that I could drive to local meets. On the other hand, I wanted to avoid the big later Franklins, 1928 to 1934 with hydraulic brakes which require some maintenance, wheel cylinders, master cylinder, etc. So this left the Series 11 cars of 1925 to 1927 as meeting my requirements. I particularly like the Series 1 of 1927 which were the last models to use the laminated wooden frames that had been a Franklin feature for many years.

After deciding on the IB, I began watching the ads in various car magazines. Then in July 1992, I spotted an ad in *Hemmings Motor News* for a 1927 sedan for sale in Pennsylvania. Pennsylvania is a neighboring state and it didn't seem like it would be much of a drive to go up and take a look. So I called the phone number to arrange for an inspection, and would you believe it, the car was in Erie in the very northwestern corner, a much farther drive than I had anticipated. The owner described the car and I said I would think about it. After a few days I received some pictures. It looked to be in good condition, so in spite of the distance, I decided to make the trip.

When I got there and had a chance to examine the car, I was favorably impressed with

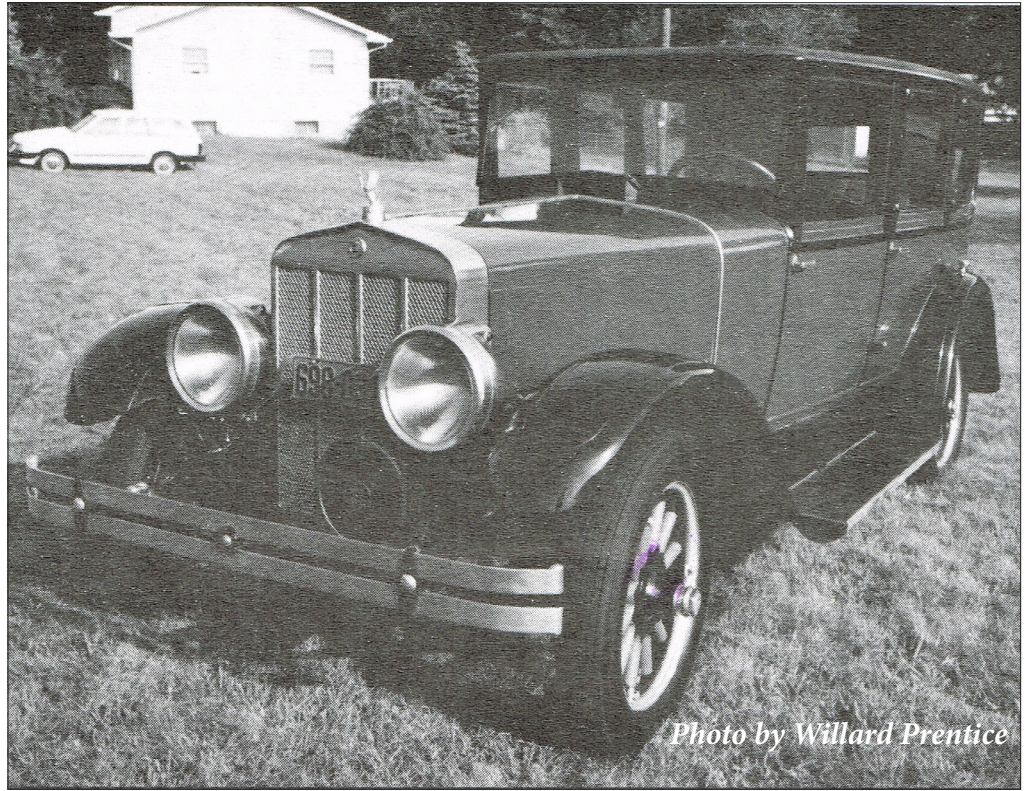


Photo by Willard Prentice

Dave Phillips pristine 1927 Franklin Model II-B

its condition. The owner let me drive it around the neighborhood. I was convinced that this was the car I wanted so we closed the deal. Getting the car home was no problem as the owner knew a man with a roll-back truck who would bring the car to Maryland.

After I had the car at home and could examine it in more detail, I found a number of things that needed attention. The nickel work was rather shabby, so I decided to have this completely replated. Then there was some wiring that needed replacing, and some minor mechanical work required. With this, it completed, the car was ready for the road.

As you can see from the cover photo, my car is a 4-door, 5-passenger sedan. The aluminum body was built by Walker, who supplied most of the bodies for Franklin during this time. The front of the car has what would appear to be a radiator, but it is strictly for style. From 1911 to 1920, Franklins had a sloping Renault-type hood hinged at the front. From 1921 to 1924, Franklins had the 'horse-collar' front which was also of one-piece construction and hinged at the front. This design would have probably endured a little longer, but Franklin dealers found they were losing sales because the public wanted a more conventional looking car. The largest Franklin dealer in the country was Ralph Hamlin of Los Angeles and he convinced Herbert

Franklin that a change was needed. Several designers submitted proposals for the new 1925 models, but the one selected was the design of J. Frank de Causse of New York. This design became the series 11 model of 1925.

My car has a 6-cylinder, overhead-valve engine developing 32 horsepower. Franklin introduced a 6-cylinder engine in 1905 and kept this configuration through 1934. In 1932, a V-12 was added to the lineup.

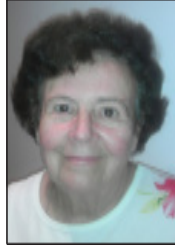
Franklin introduced forced-air cooling in 1923. This new system placed a Sirocco blower on the end of the crankshaft. Air was forced through metal ducts and down over the cooling fins on each cylinder. At shows, people are always amazed to find that the cars do not overheat. Franklin engineers would not be amazed. They had discovered that it takes less air to cool an air-cooled engine than a water-cooled counterpart.

Since completing some restoration work, I have taken the Franklin to a number of local meets including Chesapeake's Harundale and B & O Museum meets as well as to the Tobacco Trail meet at Allen Pond, the Mt. Airy show (and country style dinner!) and the Rockville meet. Several times I have caravanned to a show with my friend Bill Bond of Severn, who has a 1924 I-OB Franklin. At these shows we get a lot of comments and questions from on-lookers who are surprised to see not just one, but two Franklins still on the road.

SUNSHINE REPORT:

By: Margaret Werneth

I sent a sympathy card to Pat Ningard on the death of her husband, Bill. Sent a get well card to Ed Mesuel. Happy Holidays!--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 Advertising Manager, Gary Ruby at: rubys55chevy@comcast.net, 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 and Gary Ruby; Philip Hack, and Bill Wurzell; proofreaders: Harold Diehl and Lynn Horn. Photos are subject to Copyright ©.

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

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SOCIAL MEDIA

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AUTOMOBILES FOR SALE

1949 Ford Deluxe Club Coupe--239 cubic inch flathead V8, Palasade Green. Sale price: \$15,500 Call Fran Byard at: 410.608.4330. Lead from Bruce Knott.



1986 Chevrolet Monte Carlo Coupe--5.0 liter V8, four barrel Carburetor. White, rear wheel drive. VIN:1G1GZ37G5GR17818. Asking: \$10,000 or best offer. Clean CARFAX. Call Chris at: 202-255-3310 or email: cstelter@verizon.net. Lead from Bob Baer.

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**Chesapeake Region Sponsored
Collector Car Parts Swap Meet
Howard County Fairgrounds
Saturday, March 12, 2022**

MEMBERSHIP MEETING

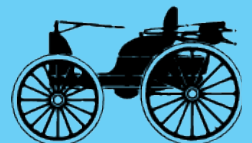
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Old Time Movie Review

~ With your host, 'Uncle Bill' ~

I love old black & white movies from the late 1940s to the late 1950s: *Psycho*, *Twelve Angry Men*, *Casablanca*, *The Thing From Another World*, *Double Indemnity*, *Them*, and dozens more.

Problem is, I've seen so many of them there isn't many left that I haven't seen. *Bummer!*

Recently, I watched a black & white movie I haven't seen. It was on TCM, Turner Classic Movies. As soon as I saw it listed I set my DVR to record. The name of the movie is: **'THE FROGMEN'**.

It was a World War II drama (without any female characters, and that's not a good thing) produced by Twentieth Century Fox Studio in 1950 and released to theaters in June 1951.

There are a number of reasons I'm so enamored by these movies, The Frogmen added another element due to the recent death of our member Charles Gillet on April 1, 2021. Charles was a Navy Frogman and at age 97 came to be the world's oldest living Frogman! Quite a distinction. Another reason, I was a big fan of the serial TV program *Sea Hunt*, starring, Lloyd Bridges. This program made him a big star. *Sea Hunt* first appeared on TV in 1958, all episodes where filmed in black and white in South Florida. Reruns of the show are probably still available to watch on some cable TV channels.

Bridges portrayed former Navy Frogman, Mike Nelson. Many of the scenes in the TV series were actually performed by actor Bridges. Somehow he always got mixed up with some bad guys and he liked to keep the odds even by fighting them underwater, he never lost and

the bad guys got carted off to the slammer.

The reason I mention this is by the time *Sea Hunt* was broadcast SCUBA (*self-contained underwater breathing apparatus*) had finally reached a high level of reliability. Mostly due to the invention of the air 'regulator' that allowed the diver to breath normally while under water.

The Frogmen movie was made nearly 10 years before *Sea Hunt* came on the air and SCUBA gear was still being improved. In a scene from 'Frogmen' the men assigned to Frogman duties need to carry out a dangerous dry run under water, so the U. S. Marines can take the enemy by surprise. The Frogman were always proud of the fact that they lay the ground work to make the military infantry look good and get all the credit. Two actors portraying Frogmen, are Jeffery Hunter as 'Pappy' he looked too young to be in the role. The longtime Navy Chief, played by Dana Andrews, he looked too old. Their new Commander, played by Richard Widmark who has just come aboard to take command of the Frogman platoon, due to the death of their beloved previous Commander who was killed in action. You get the idea, new boss...resentment all around.

During the 'dry run' the Frogmen are wearing swim trunks and a knife in a scabbard. They are not using SCUBA gear or even snorkels. Anyway Pappy and the chief complete their assignment. They decide to place a sign on the edge of the shore where the Marines will attack. It is meant to remind the Ma-

rines with the idea that the Frogman were there first! Upon leaving, Pappy is hit with enemy machine gun fire. The chief gets him back to the boat. They tell the new commander a fib about how it happened. Later on, the chief is feeling guilty about lying to the boss. So he tells him the truth and actor Widmark 'explodes.'

Threats of time in the brig, demotion and all kinds of bad stuff. Then, the platoon is given the task of blowing up an enemy Submarine Pen, a very dangerous activity. During this operation they are wearing SCUBA but it looks very strange. They complete the task of setting the charges and somehow the Commander gets injured. The chief and the crew get him back to the boat. Eventually everything is forgiven because the mission was a great success!

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NOTES: The highly regarded and longtime French explorer, Jacques Cousteau was instrumental in the development of SCUBA. During WWII, Cousteau and Emile Gagnan invented the Aqua-Lung, *Self Contained Underwater Breathing Apparatus*.

In the program *Sea Hunt*, diver Mike Nelson was always aware of the dangers of the 'Bends'. A diver had to rise to the surface in a very controlled way to avoid getting the bends. Mike Nelson of *Sea Hunt* in a couple episodes, suffered from 'Nitrogen Narcosis', (rapture of the deep). Many modern ocean going vessels that employ SCUBA divers usually have a Hyperbaric chamber on board for divers that fail to 'decompress' successfully--*Bill Wurzell, Editor*



This photo is of the 2021 Chesapeake Region Banquet on November 14, 2021 at Friendly Farm Restaurant. It was left out of the December edition due to lack of space. There are 102 diners in the photo, down from 175 diners just a few years ago. This is of course caused by the Covid-19 pandemic that is still raging around the world. Let us hope that 2022 will be the year it is eradicated, but don't hold your breath.--Buzz Diehl photo

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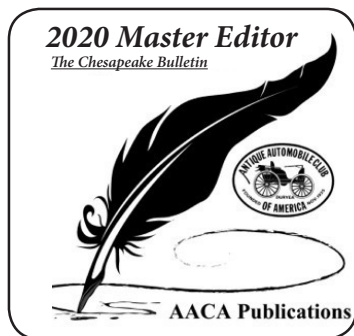
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