

THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 62 Number 2 February 2022



FEBRUARY TEN TO THE TWELFTH

Gettysburg Site For 2022 AACA Convention

By Paula Ruby

Eastern Region Director AACA

Due to multiple recent issues and mandates in the Philadelphia area on January 3rd, the 2022 AACA Annual Convention has changed locations this year. The AACA Board of Directors met through a ZOOM meeting and made the decision to change to the new venue and keep the dates the same.

Low and behold the new location will be the Wyndham in Gettysburg, Pennsylvania! This has become the home to many great AACA events as we all know. The dates will remain the same February 10th through the 12th. We will still be having the many exciting activities that we would have had in Philly. Many seminars are planned as well as the Awards Banquet on Saturday evening.

With the Wyndham and Courtyard by Marriot being so close for most of us in Chesapeake Region you might want to come at least on Saturday and attend the Annual Meeting and meet the AACA Board that is here to serve you. You will need to register, but you can do that on Saturday upon your arrival. I would love to see you there. If you have made reservations in Philadelphia you will need to cancel them and make new reservations at the Wyndham or the Marriott which is right next door.

As a Reminder your membership dues for 2022 need to be paid in order for you to attend the convention. Looking forward to seeing Chesapeake Members there, and having a really good time close to home!



The Wyndham and adjacent Courtyard by Marriott hotels in Gettysburg, Pa., will be the venue for the AACA annual convention that was originally scheduled for the Philadelphia Sheraton Downtown Hotel. The change was partly necessitated by the stringent protocols in Philadelphia due to the high Covid-19 infection rate that would have curtailed many planned activities in Philadelphia. The 2022 Convention will be the fourth major AACA event held at the Gettysburg location since 2018.



Cecil and Kay Polan's 1950 Ford Custom DeLuxe taken in Boise, Idaho, in 2013.

Chesapeake Region members, Cecil and Kay Polan, of Gerrardstown, WV have a lengthy owner submitted story about their 1950 Ford two-door sedan. The story appears in the November 2021 edition of *AACA Speedster Newsletter*. The story is all about how they came to acquire the Ford and what they have done to it and where they have driven the car.

Their lofty goal was to drive the car in all of the lower 48 states in the U.S.A.

"In the spring of 2017, I was invited to join

the Chesapeake Region of the AACA by my friend Paula Ruby, and I showed the Ford in Gettysburg at the AACA National Spring Meet in 2018, receiving a HPOF Award."

What are the future plans for our Ford? Am I going to restore it? That's always been my plan, and I have spent more than \$8,000 collecting parts. *Editor's Note:* Read the entire story in *SPEEDSTER*, just Google: AACA Speedster and search for the November 2021 edition--Bill Wurzell, Editor

See pages 3 and 8 for a tribute
to our late member and
Past President
J. Francis Werneth

Finishing The 1969 Camaro Z/28 Restoration

By Jack Treadwell, AACA
Chesapeake Region Treasurer

(The previous two installments of this article appeared in the January 2019 and May 2020 editions of the Chesapeake Bulletin.)

My long restoration journey is finally complete! Since the last installment of this article, the new 350 cubic inch crate motor was installed and tuned, the front end sheet metal rehung and adjusted, carpet and seats installed.

After all assembly was complete, the car was clay-barraged three times, and a ceramic coating applied to the body.

One of the most interesting aspects of the entire project was the fine-tuning and de-bugging after the car was fully re-assembled. Fine tuning the carb, fixing leaks, adjusting the clutch; all these took lots of time and patience.

As mentioned in a previous installment, the old engine was a non-original counter exchange motor, which was in need of a complete rebuild. For the same cost, I elected to buy a new Chevy 350 racing engine, and what a motor it is! Hydraulic lifters, 357 horsepower @ 5,200 RPM, and 407 lb/ft of torque @ 4,200 RPM. The car pulls very strongly right from the start, and the engine has loads of torque up to the red line. My 'Z' is now a true street racer!

This was my first restoration project, and I found it to be highly rewarding. Every step along the way was a learning experience which I enjoyed thoroughly. I was fortunate to have a few friends to help me here and there but I managed to do the bulk of the work on my own. If you're considering doing a restoration, my advice is: read, learn, ask for help, but don't be intimidated!



Restoration Components

Replaced front subframe from '69 Camaro Pace Car
New Chevy 350 crate engine and carb, HEI
New brake and fuel lines
New brake booster, rebuilt master cylinder
New wiring, American Autowire
Sound deadener, new carpet
Rebuilt gauges, new tach in dash
New Hurst Competition Plus shifter
New brakes and speed rated radials
New shocks, ball joints
Factory power steering added, replace steering box
New chambered exhaust, headers
Oversized front anti-sway bar

1969 Chevrolet Camaro Z/28 Options

Assembled at Norwood, Ohio June 23, 1969
Original Retail Dealership, Hillcrest Motors Inc.,
Lebanon, New Hampshire; GM Dealer Code 252,
Zone 43

1969 Camaro Z/28 Options:

A01-Soft Ray Tinted Glass
D55-Console
D80-Front and Rear Spoilers
G31-Special Rear Springs
G80-Positraction Rear Axle
J52-Power Front Disc Brakes
K02-Temperature Controlled Fan
M21-Close Ratio 4-Speed Transmission
N10-Dual Exhaust
N34-Wood Grained Steering Wheel
N40-Power Steering
N44-Quick Ratio Steering
P06-Wheel Trim Rings
U16-Tachometer
U63-Push Button AM Radio
U80-Rear Seat Speaker
V31-Front Bumper Guards
V32-Rear Bumper Guards
ZL2-Special Ducted Hood



May 27, 2019
Shipping Data Report

Subject to General Conditions listed on the reverse side, National Corvette Restorers Society, Inc., confirms the following information exists in the GM shipping data records for the 1969 Camaro with vehicle identification number: 124379NXXXXXX.

The GM official production date was 06/23/1969 the original delivery dealer was dealer code 252 in zone 43. The name and address for the dealer was:

Hillcrest Motors Inc.
Lebanon, New Hampshire

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J. FRANCIS WERNETH, 1935-2022

Lion Of The Antique Car Hobby Passed Away January 7, 2022

By Bill Wurzell, Editor
The Chesapeake Bulletin

J. Francis Werneth, was known far and wide by numerous people that belonged to many different car clubs in Maryland and elsewhere. Even if you didn't belong to a car club and were just interested in old cars, classic cars, restored cars and a few particular makes, you probably heard of 'Francis' or you knew him personally. Francis died on 7 January, 2022, he was 87.

Francis was President of Chesapeake Region in 1991. His beloved wife, Margaret one-upped him though, as she was Chesapeake Region President for two consecutive years: in 1987 and 1988. Margaret is still involved in Chesapeake Region as the 'Sunshine' Lady that makes sure ill members are acknowledged and families of deceased members receive a sympathy card from the Club.

Francis too was active in the club until just a few years ago when his health began to present problems. In addition to President, Francis served in many other capacities. The last office he held was that of Historian. He was good one. He put a lot of thought into the position and over the years presented speakers and programs related to the old car hobby. Members rarely knew what he was going to come up with at membership meetings.

Beside Chesapeake Region, Francis is credited with being the founder of the 'DeSoto Club' known as: 'DeSoto Owners Club of Maryland.' Francis was also President of the club for many years. He also belonged to the Buick Owners and early Ford V8 clubs. He was active in Chesapeake Region until his balance and walking ability began to fail and he had to quit driving. His favorite car was his 1959 DeSoto. Before his health declined he and Margaret attended car shows all over the country. They had no problem driving to Pennsylvania, New Jersey, Virginia or even nationally to attend car shows they were interested in.

Visitation for family and friends was held at Marzullo Funeral Chapel, January 11. Funeral mass was at St. Isaac Jogues Catholic Church on January 12, interment followed in Dulaney Valley Memorial Gardens.

In addition to his wife Margaret, Francis is survived by sisters-in-law, Marie Whipp, Frances Pullin, and 10 brothers and sisters-in-law. Also surviving are his niece, Tina M. Whipp, nephews Ronald Becker and wife Dorothy; Kevin Whipp and wife Valerie; his cousin, Janet Powers and wife.

More photos of Francis & Margaret page 8



Francis Werneth is all decked out in a white dinner jacket and black tie for his graduation from Baltimore City College High School in 1953. Francis stands beside the 1941 Plymouth he purchased one day before he turned sixteen. He paid \$170 for the Plymouth. From the Werneth family archives--J. Francis Werneth, Club Historian.



Above: The 1948 Cushman Motor Scooter that was advertised in the October 1979 edition of The Chesapeake Bulletin. Francis Werneth purchased the scooter and then restored it to original condition.--Margaret Werneth photo

The President's Message From Tom Dawson

Hello Chesapeake Members!

Well, we started off with a rip-roaring thud! Not the way I wanted to start the year having to postpone our first meeting, but after much consultation I thought it the prudent thing to do. The church is having some difficulty securing a contractor to clear the parking lot, and not holding services due to covid hasn't helped any. The volunteer property manager apologized for not thinking about our upcoming meeting. Such is life these days!

Sadly, we have lost another long-standing and loyal member. Francis Werneth passed away on January 7, at the age of 87 after a long illness. Please keep Margaret in your thoughts and prayers. I know Francis is in a better place without pain or suffering.



I have just learned that the AACA National Convention has been moved from Philadelphia to Gettysburg, Pennsylvania, for a variety of reasons. This will be Judy's and my first convention and we are both looking forward to attending. Wish us luck!

Plans and preparations are well underway for our annual CRAACA Collector Car Swap Meet to be held on March 12 at the Howard County Fairgrounds. This is our largest and most all encompassing event of the year and your help is desperately needed in order to make it a success. It's also our biggest fundraiser. A huge shout-out and thank you to Tom Young for heading this up again. Don't know what we'd do without you!

Don't forget the St. Patrick's Day Parade the day after the Swap Meet. That is, if you're not completely exhausted!

Speaking of funds, one of my goals this year is to get involved in more charitable ventures, especially with local organizations. We have a young lady in our midst who we can take great guidance from. Feel free to give me or any board member your suggestions.

Please stay safe, warm, healthy and happy in these long winter months. Don't forget to do something nice for your best gal on St. Valentine's Day!

Yours in this Great Hobby,

Tom

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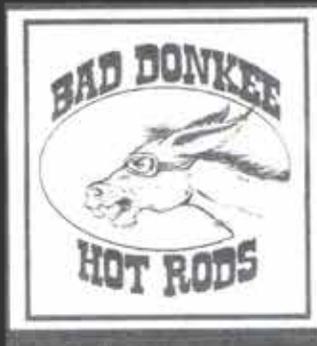
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J.D. Kurzmann

'L. A. Queen'

EDITORS' NOTE: Paul N. Herr composed this piece back in 1999 for Antinque Automobile Magazine. He was so fond of the 1956 Chevrolet with a V8 engine, he vowed someday he would have one. It took awhile, but he finally obtained a 'basket case' 1956 Chevrolet Bel Air convertible. Over the years he was able to restore the car to award-winning status, but not without setbacks.

By Paul N. Herr

My love affair with the 1956 Chevrolet began 40 plus years ago in New Mexico. In the spring of 1956, while working as a field test engineer for a farm machinery company, I had at my disposal a beautiful 1956 two-toned blue Chevy Bel Air. The more I drove it, the more I liked it. I especially enjoyed putting the little 265 cid V8 through it's paces running from ranch to ranch across the vast open spaces. At the time, my personal car was an unimpressive, Blue Flame 6, 1954 Chevy BelAir hardtop coupe. Not much compared to the beautiful two-toned blue '56 Chevy with the V-8 engine. Over the years my admiration for the '56 Chevy increased and I promised myself that one day I would own one.

In the summer of 1996, I noticed an ad in Hemmings for a 1956 Chevy Bel Air convertible. After talking to the owner about the car's condition and restoration possibility, I made him an offer, which, to my surprise, he accepted. Soon, the car arrived at my Hershey, Pa., home and the fun began.

The history of my mint green *Queen* is somewhat sketchy. The VIN #VC561_0472 indicates that it was assembled in the former GM Van Nuys, California plant in July of 1956. Papers found in the car show that at some time a GM employee in Michigan had it shipped from California to central Michigan where I found it. The original car was painted Pinecrest green and ivory (paint code 705 and trim code 606) with a Sherwood green dash and interior window moldings, topped off with an off-white convertible top. As far as possible, I have tried to keep it like the original including the paint and other amenities.

When the car arrived in Hershey, I was shocked to find that most of it was in a series of cardboard boxes with the engine (disassembled of course) in the trunk and the rusty transmission on the right front floor. Fortunately, all the power top mechanism was there and in good overall condition. However, upon closer assessment, it soon became apparent that many small parts were among the missing. Because the car was bought 'sight unseen' with only five to six photos to judge its condition, I was not surprised about the missing parts. As we were unloading my new 'Queen in the rough' I said to my friends, "she's not as bad as she might be, but a little worse than I had hoped for."

The search for missing parts began the following winter during my Florida vacation. In lieu of golf and shuffleboard, which occupies most Snow Birds, my main activity became the search for the missing parts. While I was searching for parts in Florida the actual restoration process was getting underway in Pennsylvania. The restoration was put in the hands of Old Gold Chevrolet, Fontana, Pa., which has a reputation for very fine work. Here began the needed body work followed by a beautiful paint job on the body and front-end sheetmetal parts. Meanwhile, the engine was in the machine shop for routine reboring, crank shaft regrinding, and cylinder head refurbishing. But the actual rebuilding of the engine and the differential was done by the owner himself.

By the summer of 1997 the car was 95% mechanically completed and awaiting a turn in the upholstery shop. This operation took about a month using a complete kit from 'Cars of Michigan.' By late summer, all chrome plating work arrived and was promptly installed. In mid-September, it was ready for the maiden road test. Everything went well except the Powerglide transmission didn't want to shift correctly, so back it went to the transmission shop. After the second installation, it worked perfectly.

Now, it's beginning to look like showing it at Hershey's AACA Fall Meet could be a reality. So it was that the first time under the keen eyes

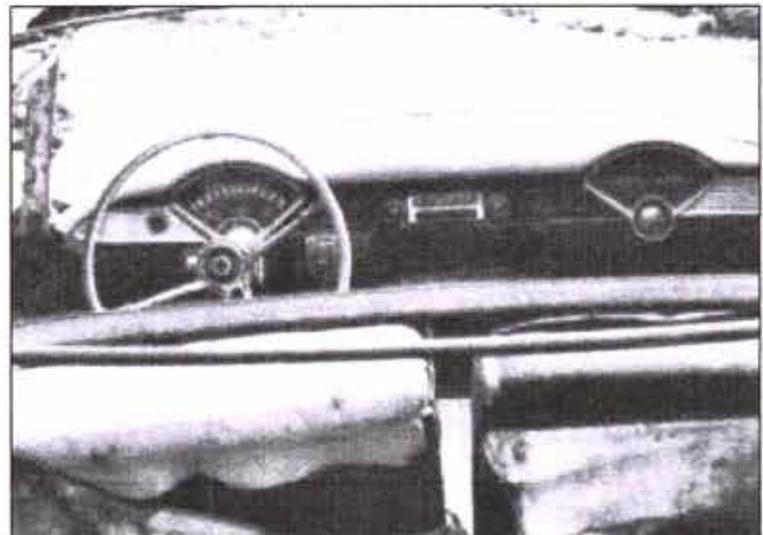
Continue to page 7, 'L. A. Queen'



The 1956 Bel Air Convertible is truly a 'basket case.'



The rear of the Bel Air looks as forlorn as the front.



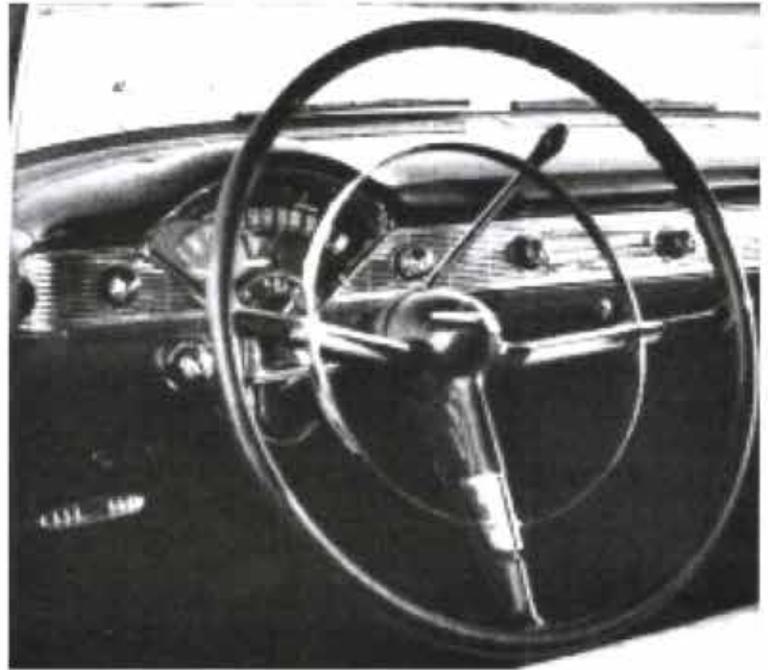
Looks like some of the trim on the dash is missing, among other issues.

Continued from page 6, 'L. A. Queen'

of AACA judges it won a Second Junior. Now, I'm beginning to set my sights higher. During the next year, I began fixing some suspected problem areas and then reentered the 'L.A. Queen' again in the next Hershey AACA Meet. Here, among some tough judging competition, she pulled a coveted First Junior. Now, the momentum was increasing to try for the top prize...Senior! Amid great anticipation, the 'L.A. Queen' was entered into competition at the 1999 AACA National Meet in Roanoke, Virginia, where it won the coveted Senior award. What a fitting finish for the grand old L.A. Queen! Now, my friends and I stand back and admire her and look forward to driving her around the roads of central Pa.



Nearly all of the bright work was replated or purchased new.



A nice replacement steering wheel was located.



Looks like the new convertible top has been installed.

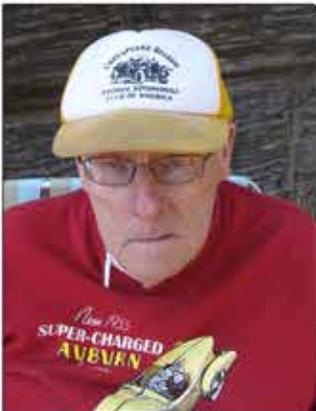


All that remains now is installation of the convertible top.

Chesapeake Region Activities For 2022

DATE	DAY	TIME	EVENT	LOCATION
FEBRUARY				
10-12	Thu-Sat		AACA Annual Convention	Gettysburg, PA
14	Mon	7:00 PM	General Membership Meeting	Divinity Lutheran Church
10-12	Thu-Sat	Daily	Atlantic City Classic Car 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				
5	Sat	8-11	Kent Island Cruisers All Club Breakfast	Kent Island Fire House
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
APRIL				
7-9	Thu-Sat	8-3	AACA Southeastern Spring Nationals	Charlotte, NC
11	Mon	7:00 pm	General Membership Meeting	Divinity Lutheran Church
20-24	Wed-Sun	Daily	Spring Carlisle	Carlisle, PA

Photos Of Francis And Margaret, Buzz Diehl Has Taken Over The Years At Different Events



AUGUST 1955

FROM OUT OF THE PAST...



The iconic 1955 Buick Century two-door sedan POST is an actual restored California Highway Patrol Cruiser. This car is one of the 270 Buick Centuries that California Highway Patrol ordered after exhaustive research of many vehicles.--Picture from AACA Forums August 2005.

Remember This Patrol Car?

By Bill Wurzell, Editor
The Chesapeake Bulletin

The iconic 1955 Buick Century is a former California Highway Patrol (CHP) car. Prior to ordering 270 Buick Centurys, CHP did an exhaustive research based largely on input they were getting from the personnel that actually drove the patrol cars. Early on, they eliminated Fords, Chevrolets, and Plymouths because they felt they were too light. They wanted a little heavier car that would hug the road better.

Buick automobiles were used extensively by other police departments with positive results. The California Highway Patrol ordered 270 Buick Centurys, and I read somewhere that 135 were ordered with three-speed manual column mounted shift, and 135 were ordered with 'Variable Pitch' Dynaflow automatic transmissions. Most police departments were still ordering manual transmission vehicles because they were thought to have less 'slippage.'

The 1955 Buick two-door post model was only available to the general public in the Special model. However, this model did not come with the 322 cid overhead valve, 'nail-head' V8 that developed 236 horsepower. I'm not sure what the torque output was, but one

of the problems with the Century was, on several occasions on hard acceleration the car peeled the tread off the rear tires!

The 1955 Buick Century was the same production automobile that Motor Trend Magazine tested that would accelerate from zero to sixty in under ten seconds. As a matter of fact, a stock Buick Century off the assembly line was 2/10 of a second faster than a 1955 Chrysler 300, zero to sixty. The Chrysler had a 331 cid motor with a racing cam, two, four-barrel carburetors, dual exhaust and it required hi-octane gasoline. The Buick Century had a smaller 322 cid motor with one, four-barrel carburetor, single exhaust and it ran on regular octane gas.

The 1955 Buick Century also gained notoriety for another reason, the mid-1950's show, 'Highway Patrol.' This program starred actor Broadrick Crawford, as Dan Matthews, head of the Highway Patrol. The car in the picture above is an actual restored 1955 Buick Century with the exact equipment it came with in 1955. The first year or two of production the CHP actually loaned the TV production company vehicles that they used in the show.

Broadrick Crawford was an Academy Award

winner for the movie 'All The Kings Men' in 1950. It was well known that Mr. Crawford was a heavy drinker. He was stopped several times by the CHP and other police agencies for driving under the influence so many times his California driver's license was suspended. That's the reason in some episodes of Highway Patrol you see him riding in a patrol car instead of driving. After his license was suspended, they had to film him driving on private roads that were unused by local motorists.

Earlier I pointed out the CHP 'loaned' actual police vehicles to the show, that ended in 1956 after Crawford ignored his own Public Service Announcements about driving safety. From this point on the production company purchased black two-door cars and modified them to look as much as possible like real CHP patrol cars. During the shows run Dan Matthews drove Dodges, Mercurys and Buicks including a 1956, '57 and '58. Highway Patrol program ended its run in the late 1950s. So we will sign off with a message that Dan Matthews gave at the end of many programs.

"Leave your blood at the blood bank, not on the highway." This Broadrick Crawford saying I'll see you next week for another Highway Patrol.

SUNSHINE REPORT:

By: Margaret Werneth

*I sent a sympathy card to Bill
Wurzell on the passing of his sister,
Jane Frances Pallitta--
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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**Chesapeake Region Sponsored
Collector Car Parts Swap Meet
Howard County Fairgrounds
Saturday, March 12, 2022**

MEMBERSHIP MEETING
Monday January 10, 2022 at: 7:00 pm

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Old Time Movie Review

~ With your host, 'Uncle Bill' ~

The 'Thing' From Another World (1951)

The 1951 movie, The 'Thing' from another world is regarded as a 'cult' classic. It is among a handful of scary movies that rise above other movies of the same ilk. There are a few other movies the critics agree have the same quality, imagination and dialogue.

I first saw this movie in 1952 at the brand new Kitchel theater in my hometown. There were three movie theaters in my hometown in Pennsylvania. One of them closed around 1950 was extensively remodeled and became a Fraternal Order of Eagles club. The Kitchel theater opened just in time to pick up the slack left by the other theater's closing.

I was nine years old when I went to see The 'Thing' from another world. I was with my brother Jim who was 15 or 16 at the time. Over the years I have come to appreciate this movie a lot. In 1952 it scared the pants off me! I stuck it out and sat through the entire movie because they were going to show a Superman serial that I really enjoyed. I think I saw all the Superman serials that starred Kirk Allen as Superman.

On an adult level, the reasons why I like The 'Thing' so much is because I really prefer movies that are dialogue driven. Special effects are overused and overdone with today's movies and I'm under impressed.

This movie was adapted from a book of the 1930s titled 'Who Goes There.' The Thing was produced by legendary director, Howard Hawks and his fledgling production company, Winchester Films. Hawks allowed his assistant Christian Nyby to have the title of director for the 'Thing.' Possibly because if the movie was a flop, it wouldn't go on Hawks' record. Mere speculation.

The movie was probably thought to be a 'B' picture in 1951. To be shown in movie and drive-in theaters as the second half of a double bill.

The 'Thing' starred veteran stage and screen actor Kenneth Tobey, who went on to star in a couple other 'sci-phi' movies of the 50s. Actress Margaret Sheridan was billed over Kenneth Tobey, however, Tobey had a lot more movie credits than Sheridan. Tobey played U.S. Air Force Captain, Pat Hendry, apparently a very

capable fellow. All the other actors are character actors, none of which ever had a starring roll in a major movie. But they were all excellent.

This movie flows quickly, the characters are neatly introduced into the plot. If you have never seen this movie, then you probably don't watch Turner Classic Movies (TCM) or much television, because it is shown quite often on TCM and other cable channels. I always watch TCM because there are no interruptions for donations or commercials. The announcers give a lot of interesting information at the beginning and end of the movie being shown.

The movie begins with reporter, Ned Scott, played by actor Douglas Spencer entering the officers club at the military installation in Point Barrow, Alaska. He soon meets his old friend, Lt. Eddie Dykes played by actor James Young. Dykes is the co-pilot for Pat Hendry and they fly a Douglas DC3. Dykes is playing poker with Hendry and the third officer of their flight crew, Lt. Ken MacPherson, the flight navigator played by Robert Nichols. Shortly, a loud speaker calls for Captain Hendry to report to General Fogarty. Ned Scott asks the Captain to cut him in on the story as he is badly in need of a story to send to his editor.

General Fogarty informs Captain Hendry that there are reports of a plane crash near the outpost about four hours away that has a host of scientists of various disciplines conducting experiments near the North Pole.

Hendry fills his aircraft with many of the folks, his flight crew including crew chief 'Bob', played by actor Dewey Martin. The flight crew experiences the wild compass readings they are to investigate on the trip to the scientific outpost. Upon arrival at the outpost the crew is greeted by all the scientists including Dr. Arthur Carrington, who is in charge of the Polar expedition. Hendry cannot wait to hook up with Carrington's secretary, Nikkie Nicholson. They apparently had somewhat of a fling previously.

Hendry and his crew are informed of the strange goings on within the past few days.

They know where the high radioactive readings are coming from. It is decided they will load the plane up and fly about 50 miles north. When they arrive, they notice a huge area where something very hot landed on and melted into the ice. They form a rough circle around the image and determine that it is an alien flying saucer; they use thermite bombs to melt the ice which in turn, disintegrates the spaceship. They find the outline of male pilot intact in the ice. They chop through the ice and removed the body in a large ice-block. Naturally the alien pilot escapes the ice-block but not before guard Corporal Barns shoots him with about 6 or 7 rounds from his military issue .45 caliber sidearm. From here on, the problems only mount for the group. The Thing terrorizes the group in its quest for blood from any source to sustain its life.

Captain Hendry and his crew are determined to kill the Thing against the wishes of many of the scientists lead by Dr. Carrington, although as time goes on, more of the scientists agree that it should be destroyed. They tried to set it on fire and burned out a room doing so. They come to the conclusion that trapping it between to electric poles they can electrocute the Thing. The crew devises a plan to do just that by using themselves as bait to draw the thing into the space where they can zap him. Dr. Carrington tries to foil the plot. He even approaches the Thing and tells him they mean no harm, in the interest of science they want to study him. This gets the doctor a smack from the Thing that breaks his collarbone. The Thing ultimately does get electrocuted into a small pile of dirt, the super carrot is dead, wiped out! By the way, the Thing was played nicely by actor James Arness, of Gunsmoke fame.

The ending is really clever and maybe the most satisfying part of the picture. Ned Scott finally gets to send a report over the radio to his many colleagues hundreds of miles away reminding them to watch the sky...keep watching the skies!--Bill Wurzell, Editor

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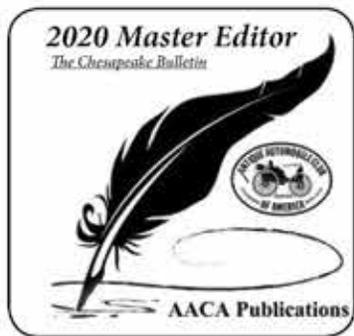
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