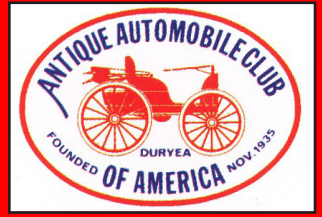


THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 62 Number 10 October 2022



MANCHESTER VOLUNTEER FIRE COMPANY

Great Weather, Nice Turnout For Autumn Harvest Car Show

By Bill Wurzell, Editor
The Chesapeake Bulletin

I was sweating bullets in the days leading up to September 24th, the date of our annual Autumn Harvest Collector car show. The reason I was worried was because I badly needed the show information and the story behind the collector car show to complete the October edition, and NO RAIN OUTS!

Earlier, I was in the middle of the month and hadn't completed anything. I sent out an SOS for copy and people responded. I was able to write a couple of stories and I got back on track.

Turns out my worries were needless. September 24th turned out to be a very nice day although it started out very chilly, especially in the Manchester area of Carroll County. We had a respectable turnout of 57 vehicles. A couple other car shows were reported to be in the vicinity.



There were several mid-1950s cars that you don't see much anymore. A pretty 1954 Oldsmobile '98' two-door Holiday hardtop, owned by Bernie Wentker. Very nice top-of-the-line white over reddish orange. I don't believe I ever saw this car before this day. Also present a 1957 Packard Clipper sedan in unbelievably pristine condition, white over metallic orchid. This car belonged to Hal Hermann. Yet another rarity was a 1954 Willys two-door hardtop model, Aero Eagle. In 1955 Willys renamed this model the Bermuda. The Willys is owned by Wayne Bollinger.



The car that won Best-Of-Show award was also a near mid-50s car, a 1953 DeSoto Firedome four door sedan. This car has been in the Baldino family ever since it was new when it was purchased by Rocco's grandfather in New York State. Rocco is a recent member of Chesapeake Region. Looking over this DeSoto is like walking back in history and looking at a DeSoto in the dealer's showroom. Everywhere you look, it is brand new. The engine bay doesn't show a hint of dirt or grease. The spacious trunk has a correct bias ply spare tire neatly tucked into its place. The original looking trunk mat is spotless. Rocco is the owner and caretaker of this '53 DeSoto and he's doing a bang-up job.



Fifty awards were presented to 50 participants. Chesapeake Region also presented an award of appreciation to the Manchester Volunteer Fire Company and we presented Rocco Baldino the best-of-show award.



Rocco Baldino's 1953 DeSoto Firedome--BEST OF SHOW

Hagley Museum Show: Parade, Music & Cars!

By Vicky Wilmer
Membership Chair, AACA

On Sunday, September 18th, Gary and I drove up to Hagley Museum in Wilmington, Delaware for their annual car show. We traveled up scenic Route 1. It was a lovely ride without a lot of traffic.

The Hagley Museum is located on 235 acres along the beautiful banks of the Brandywine River in Wilmington, Delaware. Hagley is the site of the gunpowder works founded by E. I. DuPont in 1802. On the property there are restored mills, a worker's community and the ancestral home and gardens of the DuPont family.

This year's theme, 'General Motors --The DuPont Years' explores GM's early twentieth century automotive innovations. Gary's 1963 Pontiac Bonneville was selected as a featured car and was part of this display.

The show hosted over 500 antique and restored cars that dated from the early 1990s all the way back to the early twentieth century. There were a variety of cars, makes and models on the field. Tom and Judy Dawson's excellent 1985 Mercury station wagon was part of this diverse field. The show included a vehicle parade, music, and a food court. This is an incredible show, and it is a must see for any car fanatic! Put it on your calendar for next year.



This view shows the vastness of the Hagley venue and the over 600 vehicles that participated.--Gary Wilmer photo, more photos inside.

More Photos From The Autumn Harvest Show



Gorgeous 1956 Ford Sunliner convertible, owned by Ben Frustaci.



Rear view of the Sunliner and the continental spare tire.



Stunning, 1953 Ford Victoria hardtop. Owned by Greg Cook.



Rear view of the Victoria.



This is a Chevrolet Suburban Carryall circa 1946



This group was with two tractors, a White cabover and a Diamond T standard.

WEDNESDAY SEPTEMBER 14, MORGANTOWN, PA

Another Visit To The Classic Auto Mall

By Bill Wurzell, Editor
The Chesapeake Bulletin

Former Chesapeake Region Secretary, Jim Turner and I had planned a day trip to the Classic Auto Mall in Morgantown Pennsylvania. It was planned for Friday, September 9th. Unfortunately Jim was diagnosed with Covid two days before the 9th. His symptoms were very mild and he recovered quickly. We decided to go on Wednesday September 14th.

Jim had never been to the classic Auto Mall and this was to be my third time there. On my previous two visits I never felt like I got to see all the cars. I was determined to see them this time. Jim was thoroughly amazed. Who wouldn't be? This place looks better than I ever saw it and so do the cars. I was only there about 15 or 20 minutes and I fell in love with about 14 different cars including a 1961 Pontiac Ventura Sports Coupe. There was a 1955 Chevy Bel Air two door hardtop that was absolutely pristine. The only thing I didn't care for was the dark tinted windows, and the dog dish hubcaps and beauty rings. I think '55 Chevy Bel Air full wheel covers would have made it much more attractive. But, it's not my car and I'm not buying it.

Jim and I both wanted to see if we could find a 1960 or possibly a 1961 Valiant. I say Valiant because the 1960 Valiant, the year the car was introduced had no Plymouth nomenclature anywhere on the car, even though it was sold through Plymouth dealers. This car was quite unique and precedent setting. It was the first Chrysler product with a 6 cylinder motor that wasn't a flat head engine. The engine in this car was 171 cubic inch slant 6 overhead valve. For their size they really poured out the power. The Valiant was also the first American car that I'm aware of that came with an alternator instead of a generator. In a scant two years most all cars would have an alternator. They are superior in many ways to a generator.

We weren't having any luck finding the Valiant. Finally we ask an employee and we sure as heck asked the right one. The gentleman we approached was Ed Aharonian, who just happened to be director of promotions and a car specialist. He said let's go into my office and look this car up if you're so sure it's here. We were just a few steps from his large swanky office full of automobile memorabilia. Ed looked the Valiant up and made a phone call and discovered that it was in the collection of the owner of the classic Auto Mall, therefore it was not for sale. None of the cars in the owner's collection are for sale.

The car collection belonging to the owner is 400 plus cars, and he needed a place to store them where they wouldn't rust or deteriorate. That led to his purchase of this strip mall that was once a clothing outlet, whose time had come and gone. Ed related that's how he came to be an employee of the mall. Ed said he owned a small company that shuttled cars around by way of car carriers. He was subsequently contracted by the owner of the Classic Auto Mall to move his collection into the mall from where it was several miles away. Ed performed very well and was hired.

Getting back to the Valiant, after a phone call Ed tracked down where the car was, it was indeed in the mall and at one time might have been listed on the website. He pinned down to exactly where it was. We all jumped into his multi-passenger golf cart and he whisked us over to where it was located.

The car was in a large area where other cars were neatly spaced. A quick glance around and we couldn't see a Valiant. However, at the rear of this area there were black curtains. Ed pulled back the curtains to reveal several dozen more cars and these were all part of the owner's collection, and there it was a 1961 Valiant. Jim and I were both kind of disappointed because it was not what we were hoping for. It was a 1961 four-door and it was the entry level model the 100, and it did have push button Powerflight transmission. This transmission by the way had a 'park' range which many Chrysler products did not have for many years.

Most of the cars were early 30s to early forties and not real desirable. However, I did spot two 1954 Lincoln Cosmopolitan sedans. They both look like a quick wash job and maybe a buff/polish and they're ready for a show! Unfortunately, these

two nice Lincolns most likely will never have that opportunity. Ed explained that the owner's theory was to keep these cars as they are forever so that people 300 years from now can see what we used for transportation.

I thought to myself, if I had this collection I would pick out the cars that could be quickly restored and sold, and the funds used to advance humanity and not wait for 300 years. What is being done with these cars on a large scale is what is happening on a small scale all around the country. How many times do we see news reports of 1, 2, 3, or more cars being found in a garage or barn. They've been sitting and wasting away for no good reason when they could have been sold to people that will restore them and share them with everybody else, how bad is that?

We are talking about all kinds of cars and trucks there's no specific vehicle that the owner was interested in. Ed said the mall was involved in a car auction recently. There was a 1904 Cadillac that did not meet it's reserve. The owner of the Cadillac was asking \$65,000. Don, the classic Mall owner offered the Cadillac owner \$60,000 for the car and he jumped all over it. The Cadillac is now part of the collection of the owner of Classic Auto Mall, and he will sell this 1904 Cadillac for \$125,000.

Ed shuttled us around in the golf cart and showed us how the owner has the cars displayed, and once again many but not all of his collector cars are behind black curtains in the rear of the storage areas. There was one large area that held dozens of cars, they were all sold and awaiting delivery to the buyers. Great trip!



This original 1950 Plymouth Coupe brought back pleasant memories of my first car. Also a 1950 Plymouth P-19 coupe. It was a six passenger car, but had a sloping back. It was medium gray with yellow wheels.



Rarely do you see a 1950 and '51 Mercury coupe that isn't badly molested. Both cars are almost original. The '51 has dummy 'spots,' and notice the curb feelers? The red wheel rims are attractive.--Bill Wurzell photos

The President's Message

From Tom Dawson

Hello all!

Well, as of 9:03 P.M. today, Summer is over, and Fall begins. I must admit, it's probably my favorite season of the year. It's also my favorite car season of the year! The great Hagley Car Show was last weekend. Our Autumn Harvest Collector Car Show is this coming Saturday, then there's Hershey, Rockville and Media. Throw in our Boyertown Museum trip, Treasured Motorcars Open House, Vintage Restorations Open House, Prueitt's Open House, at least three collector car displays at local retirement centers, (at their requests), and wrap up October with our annual Poker Run and you have one heck of a month! Thank you, Phil Hack!



All in all, it's been a good year so far, but it's not over yet. We have elections coming up, an important decision to make regarding our By-Laws to determine how we run our Club, and some charitable and celebratory events.

The position of Secretary is open. This is an important position impacting the success of operating our Club. We are looking for someone with a desire to become involved and a willingness to commit.

Another important reason to attend the next general membership meeting on October 10th is the vote on our revised and updated By-Laws. The committee has worked long and hard on this long overdue project and they need your consideration! A decision CANNOT be made unless there is a quorum of 30 members present to vote on this important issue. **PLEASE ATTEND!**

I would like to see us continue our charitable work, (especially at Christmas time), by supporting kids like Paula's granddaughter, Elizabeth, or anyone else's pursuits in this vein.

Our celebration of the year will be held again at Friendly Farms with our banquet in November along with the announcement of the election results, and I'm looking forward to seeing you all there!

Yours in this great hobby, Tom

Tom Dawson

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



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 Email: ron@printroncopy.com

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 Auto Appraisals MD, LLC
 222 Ritterslea Court
 Owings Mills, MD 21117
 (410) 363.7088 (home office)
 (410) 916.4278 (cell phone)
jack@autoappraisalsmd.com
www.autoappraisalsmd.com

Dear Members:

If we don't have a QUORUM of 30 MEMBERS or more we can't vote on the revised By-Laws. Your Board has toiled long and hard to update the old ones in order to make sure our Club is operating in your and our hobbies' best interest. This work has been done for your benefit. Please come to the October 10 Membership meeting to perform this important task!
Thank you very much, Tom Dawson, President



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

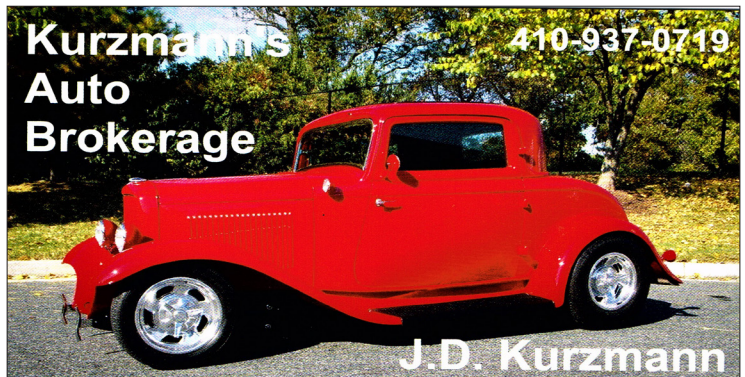
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Scenes from the Hagley Museum Event--Gary and Vicky Wilmer photos



The Wilmers 1963 Pontiac Bonneville was selected as a featured car.



Vicky Wilmer enjoys the trip up and back to the Hagley Museum.



Tom and Judy Dawson traveled in their vintage Mercury 'Luxo' wagon.



A Dodge Power Wagon Transit Bus? Montana is a good place for it!



Nice looking King Midget with attractive wheels. What's the top speed?



Original cars, modified cars, motorcycles...something for everyone.



Looks like quite a large and diverse gathering.



President Tom Dawson and Chief Judge Larry Butcher present Rocco Baldino with 'Best of Show' award for his 1953 DeSoto Firedome sedan.



President Tom Dawson and Chief Judge Larry Butcher present Elwin Wagner with Award of Appreciation to Manchester Volunteer Fire Co.



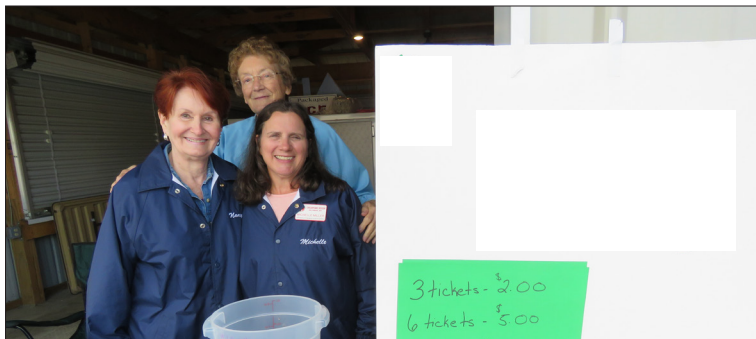
This is not Pat Wenderoth's Ford Model T. Pat owns a 1920 Ford Model T. It is not true he bought it new...it was a couple years old.



Once again, President Tom is a One Man Army!



If the lady looks familiar, its Paula!



This has to be Moe, Larry and Curly. Or, Nancy, Anne Marie and Michelle. Thanks ladies!--All Buzz Diehl photos.



This Chrysler PT Cruiser rig, has a lot going on!



This 1955 Studebaker is rare and immaculate!

Chesapeake Region Activities For 2022

DATE	DAY	TIME	EVENT	LOCATION
OCTOBER				
28-2	Wed-Sun	Daily	Fall Carlisle	Carlisle, PA
1	Sat		Spirit Trust Assisted Living	Shrewsbury, PA
1	Sat	9-2	Treasured Motorcars Fall Open House	New Freedom, PA
2	Sun	10-2:30	Baltimore Cancer Support Group	Joppatown Plaza
4-7	Tues-Fri	Daily	AACA Eastern Fall Nationals	Hershey, PA
5	Wed	Noon-7	Al Prueitt Restorations Open House	Glen Rock, PA
6-9	Thurs-Sun	Daily	Crusin' Ocean City	Ocean City, MD
8-10	Sat-Mon	Daily	Horseless Carriage Hangover Show	Morgantown, PA
10	Mon	7:00 PM	General Membership Meeting	Divinity Lutheram Church
15	Sat	11:00AM	Women's Autumn Tea	Wesley Methodist Church
15	Sat	11-3:30	Rockville Antique Classic Car Show	Rockville, MD
16	Sun	Day	Car Show Excursion	Media, PA
19	Wed	7AM-8PM	Boyertown Museum Tour	Boyertown, PA
25	Tues	9:30-3:00	Sun Valley/Carroll Lutheran Assisted Living	Wesminster, MD
30	Sun	10-4	Jerry's Chevrolet Fall Car Show	Baltimore, MD
30	Sun	Day	POKER RUN !	Balto/Carroll Counties
NOVEMBER				
5	Sat	8-Noon	Tall Cedars of Lebanon Pancake Breakfast	Parkville, MD
5	Sat	9-2	Motor Menders Toy Run Amish Market	Shrewsbury, PA
14	Mon	7:00 PM	General Membership Meeting	Divinity Lutheram Church
13	Sun	12-3:30	Membership Banquet	Friendly Farm Restaurant
DECEMBER				
3-4	Sat-Sun	9-7	East Coast Indoor Nationals	Timinoum Fairgrounds
4	Sun	Noon-?	Baltimore Mayor's Christmas Parade	Baltimore, MD

Fourth Fridays			Markets at Shrewsbury Cruise-In	Amish Market Shrewsbury, PA
Saturday Evenings			Lost in the 50's Cruise-In Harundale Mall	Marley Station, Glen Burnie, MD
Saturday Mornings	8-10		Hunt Valley Cars and Coffee	Hunt Valley Town Center
Third Saturdays	4-8		Harford Winery Cruise In	Harford Winery, Forest Hill, MD
Tuesday Evenings	4:30 -7:30		Maryland Line Fire Station Cruise-In	21631 York Road, MD Line
Fri Evenings	5:30-9		Street Survivors Cruise Night, E. Park Shopping Center	Glen Burnie, MD
Fri-Sat Evenings	5-9		Parkville Weekend Cruise, N. Plaza Shopping Ctr.	Parkville, MD

AUGUST 29th CARAVAN

Four-Year-Old Brenna Corcoran Passed One Week After Massive Rally

Little four-year-old Brenna Corcoran of Pasadena in Anne Arundel County, Maryland lost her battle with DIPG, Diffuse Intrinsic Pontine Glioma. This condition is untreatable and inoperable. Brenna had a tumor on her brain stem. She had been diagnosed in January.

Brenna loved cars and trucks, especially red ones. A group of area car clubs got together with approval of Brenna's family to form a caravan of vehicles and drive through Brenna's neighborhood. Over 600 vehicles joined in the caravan and drove past Brenna's home.

Unfortunately, Brenna passed just one week later. Only 200 to 300 children are diagnosed with DIPG annually. However, the fight Brenna battled was inspiring to many people.



~ATTENTION~ ALL MEMBERS

If you know a member in good standing that would be a good candidate for any officer's position, now is the time to nominate that individual with their approval.

Secretary and Chief Judge positions are open. Ballots will be mailed along with membership renewals and are due back by the November 7, 2022 General Membership meeting.

This is every member's responsibility,

AUTOMOBILES FOR SALE

FOR SALE: 1941 PACKARD 8, 160 Touring Sedan—Color black, body, chrome and interior in good condition. Engine still solid, with a little bit of smoke on start up. Fuel pump might need rebuilt, front end needs bushings and springs, all lights work. Asking \$60,000, or best reasonable offer. Call Ruth: 410.821.8580 or email: rlsynodinos@gmail.com

FOR SALE: 1947 PACKARD 8—Super Clipper sedan. Engine solid, rebuilt in the late 1990s. Body in good condition, front end may need bushings and shocks. Car needs very little work. Only 74k miles on odometer, asking \$29,500. **ALSO FOR SALE:** 1947 Cadillac flathead V8 motor with Hydraulic transmission, \$2,800 or best reasonable offer. Call Ruth: 410.821.8580. or email: rlsynodinos@gmail.com

Chesapeake Region Antique Automobile Club of America, Monthly Membership meeting minutes, September 12, 2022

The monthly membership meeting of the Chesapeake Region of the AACA, (Club or CRAACA), was held on September 12, 2022, at the Divinity Lutheran Church in Towson, MD. There were 27 members in attendance.

Welcome: President Tom Dawson - President Tom Dawson called the meeting to order at 7:03 P.M. and welcomed members and guests. Mike Bianco then introduced new member Rocco Baldino, owner of an AACA National Prize winning 1953 DeSoto Firedome V8 which has been in his family since it was new.

Secretary's Report: Al Zimmermann - Al read the minutes from the August 22nd Board Meeting. A motion was made by Ken Stevenson, seconded by Bill Wurzell, and passed to approve the minutes as read.



Treasurer's Report: Jack Treadwell - Jack gave his detailed monthly report. A motion to approve the report was made by Paula Ruby and seconded by Tom Young. The motion passed and the current monthly report will be held for audit.

Vice President's Report: Nick Prevas - No report

Membership/Facebook Report: Vicky Wilmer - Vicky reported that we currently have 357 adult and 10 student members, a total of 367 members. She and Michelle Miller met with Buzz Diehl earlier this month in order to begin the transition to maintenance of the membership data base and are currently preparing the membership renewal envelopes with the goal of a mailing date of October 3rd. Vicky also has received four complementary National AACA memberships to help with recruiting. Also, a Facebook ad for the upcoming September 24th Autumn Harvest Car Show is being placed at this time.

Activities Report: Phil Hack - Phil was absent, so he provided Tom Dawson the following items to present:

- 1) A second 15 passenger bus has been ordered for the October 19th trip to the Boyertown Museum. Please sign-up ASAP. Paula Ruby has graciously offered her residence in Manchester, Md for parking to meet the busses.
- 2) A sign-up sheet for the Oct 1st Spirit Trust visit/Treasured Motor car Services open house was passed around.
- 3) A sign-up sheet for the Oct 24th Sun Valley/Carroll Lutheran visit was also passed around.

A discussion was held about the opportunity to help Elizabeth Bodvin in her support of "Roots For Boots", and about a separate effort to again provide Bicycles for Kids at Christmas. Keep tuned.

Note that the monthly Bulletin is a great resource for up-to-date information. It also is good to refer to the www.chesapeakeaaca.org website under Activities/Calendars and/or Activities/Reservation Forms. The National AACA website calendar also provides info on all their scheduled events.

Technical Report: Gary Wilmer - Gary has had no inquiries recently, but has an article prepared for the October issue of the Bulletin. He recently did another successful 6-volt to 12-volt conversion in an older car.

Chief Judge's Report: Larry Butcher - Preparation for the Autumn Harvest Collector Car Show is virtually complete. Judges will be selected just prior to the event, and the car parking crew has already been designated. Entrance fees will be collected prior to show car parking, and an area for the car corral will again be assigned.

Bulletin Report: Bill Wurzell - Bill said he has received some good suggestions for the October Bulletin content and will be able to do a feature on the Hagley Museum Show in Delaware to be provided by Vicky and Gary Wilmer. The Club By-Law Provisions will also run again for

review. Note that we request as many members as possible to come to the October meeting to vote on this important document.

Publicity/Web Site Report: Buzz Diehl - Buzz indicated that both the current and new Club websites are up to date, and on December 31st the existing website will be terminated. Flyers and publicity items for the Autumn Harvest Collector Car Show, the Poker Run, two assisted living visits, and the banquet are completed. He emphasized the need for a car corral at the Fall Show and has provided promotional mailings to six local collector car dealers and Craigslist postings in five regional cities.

Buzz met with Vicky Wilmer and Michelle Miller for them to take over management of the membership data base and go over the requirements for the upcoming mailings. He also generated and delivered all the necessary vendor registration, site assignment documents, and address labels to Tom Young.

Director's Reports: Paula Ruby and Tom Young - Paula said that she will be working the AACA tents at Hershey and that there will be no more free memberships, although there is a special 14-month rate for the last two months of 2022 and all of 2023. She also said that people are signing up quickly for the Poker Run and Annual Banquet. Send your registrations in right away, especially for the Poker Run, to avoid the cut-off.

Tom Young said that everything is ready to stuff the envelopes for the vendor registration mailings thanks to Buzz Diehl. He mentioned that his race car also is featured in the latest AACA Magazine.

Tom Young also will order an honorary membership for Tommy Harper, owner of the 1935 Ford Tudor he will show in every state east of the Mississippi. He will attend our Fire Museum Show in 2023.

Legislative Report: Mike Natale - No Report

Historian/Program Report: Chip Miller - Chip showed a very interesting 1955 Pontiac promotional video provided by Henry Chaudron. Sales techniques haven't changed much.

Social Report: Judy Dawson - In Judy's absence, Tom Dawson reminded all about the October 15th Tea.

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

Old Business: President Tom reminded us that we need good attendance at the October 10th membership meeting to vote for approval of the updated By-Laws. Also, please contact Larry Butcher to volunteer for some open positions at the Autumn Harvest Car Show ... help is needed.

Positions are open for Secretary and Chief Judge for the upcoming year. Please contact Nick Prevas or Tom Dawson.

New Business: Henry Chaudron said the annual pancake breakfast at Tall Cedars will be held from 8:00 AM until noon on November 5th to raise money for Muscular Dystrophy. This has been well attended by our members in the past. We will discuss the possibility of a separate Club contribution at the next board meeting.

Adjournment: A motion to adjourn the meeting was made by Vicky Wilmer, seconded by Jack Anderson, and passed. The meeting was adjourned at 8:32 P.M.

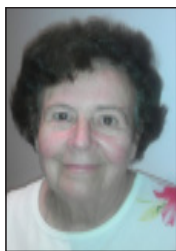
Respectfully submitted,

Al Zimmermann, Secretary

SUNSHINE REPORT:

By: Margaret Werneth

*I sent get well cards to Lou Abel,
Owen Garland and Anna Marie
Ramsburg. regards --Margaret*



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

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Elected & Appointed Officers For 2022

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

- President:** Thomas R. Dawson
H-410.688.8358 tomdawson315@gmail.com
- Vice-President:** Nicholas J. Prevas, Jr.
H-410-531-3745--highlandmd@yahoo.com
- Secretary:** Al Zimmermann
H-410.560.0237, C-443.470.0637 zimmcol@comcast.net
- Treasurer:** Jack Treadwell
H-410.925.7024, jetreadwell@comcast.net
- Membership Chair:** Vicky Wilmer, C-443.340.7703
wilmervicky@gmail.com
- Director at Large:** Thomas W. Young
C-443.744.6338, tbirdtoms60@verizon.net
- Director at Large:** Paula Lynn Ruby C-410.627.1642
paulaspackard@hotmail.com
- Activities Chairman:** Philip Hack
H-410.292.3656, Phack126@gmail.com
- Chief Judge:** Larry E. Butcher
H-410.756.5310 zephyr38@verizon.net
- Technical Director:** Gary Wilmer
C-443.340.7690, wilmervicky@gmail.com
- Publicity & Website Administrator:** Harold 'Buzz' Diehl
410.377.5265, hdiehl60@hotmail.com

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

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

By: Gary Wilmer



This month's tech talk is not about anything mechanical. It's about vehicles that I see at car shows that are very nicely restored but have glaring details that are incorrect and could very easily be corrected with a little work and /or research.

The first is YOM (Year of Manufacture) license tags. Cars/trucks of the 50's and 60's are probably the most popular collector vehicles out there now. To me, YOM tags really add a finishing touch to a restoration or nice original. What really bothers me is to see the wrong tags on these vehicles. Did you know that they had car tags and truck tags? Similar but different. Car tags had letters before the numbers. Truck tags had letters after the numbers. Also, the month of expiration was different. At two recent car shows I attended I saw a nice 69 Camaro with truck tags and a cool 70 Ford pickup with car tags. To me these incorrect plates stand out like a sore thumb.

Second is batteries. There is nothing worse than seeing a green battery next to a perfectly restored engine. Also, replacement batteries have stickers and decals all over them. Peel them off and save them. Paint the green battery since most if not all batteries were black.

Finally, ignition wires, hose clamps and heater hoses. Have you seen nice cars with yellow ignition wires? UGLY. Also, most collector cars did not come with the worm gear auto parts style hose clamps. GM used the tower type (Wittek) and most Fords had wire style clamps. Do your research. You can get the correct stuff. Lastly, these antique vehicles did not have red heater hoses. Totally wrong. Get black ones. If you are showing a stock appearing car or truck and like to show off your engine bay, take the time to get it right. Small details make a big difference.

SOCIAL MEDIA

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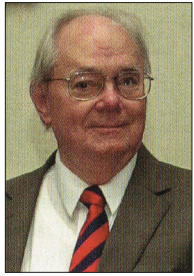
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FOR SALE: 1947 Chevrolet Stylemaster two-door. All original, matching numbers, 216 cid six-cylinder OHV motor, three speed column shift, clear title, asking \$900. Call Nick: 443.789.9475. Lead from Larry Butcher.

How Did I Get To Be The Editor Of The Chesapeake Region Bulletin?

By Bill Wurzell, Editor
The Chesapeake Bulletin

I'm writing this article at the suggestion of my friend and colleague, Buzz Diehl. When I sent out an SOS for copy for this edition, Buzz knew that I could write a couple 'galleys' of type (text), pretty quickly.



Yes, I can get pretty long winded when composing a story. My dad used to say I could write a whole column about a car driving down the street. Of course, he knew I would describe the car in great detail. He used to chastise me for 'excessive verbiage', which means unnecessary text. Or, using 100 words when 10 will do.

A little background, I worked at two different daily newspapers for 15 years in Southwestern Pennsylvania beginning in 1965. I initially began my apprenticeship in The International Typographical Union, the oldest labor union in the world.

The printing apprenticeship was for six years. During this time an apprentice was expected to advance through the process of learning how to 'set ads', which required putting type into a border with or without art. The art was known as 'cuts', they would be something relating to the ad. If it was an automobile tire ad it would be a tire. In an department store ad it would be a woman's dress or child's play-wear.

I caught onto to this skill pretty quickly. Many of the other journeymen printers said I was a natural. In a few weeks I was assembling full page department store ads. Of course you had a paper dummy to work from. This was usually prepared by the ad salesperson.

This period in time was before offset printing became popular and replaced letterpress printing and hotmetal composition that was used in the typesetting machines such as Linotype and Ludlows. Hand composited type had been around for hundreds of years. Offset printing offered much more versatility than letterpress/hotmetal type did.

I stayed with the apprenticeship program and learned how to 'make up pages', run a Linotype machine and also a Ludlow. Ludlows could cast a line of type much larger than a Linotype could. However, they were much slower and were completely manual. Linotypes were used for 'straight matter', simple body text. Most Linotype machines could only set a line of type up to 24 point.

We also had California job cases full of different fonts that were used for headlines and whenever we needed large type.

Making up pages was my favorite...or was

it running 'old number 7' Linotype? I often thought to myself, I can't believe they are paying me to do this, because I was having fun!

Early in my apprenticeship I learned to read type. When type comes off the Linotype it is upside down and backwards. When type is in a newspaper form, a soft piece of cardboard called a mat is placed on the form and it is run through a mat roller. The image from the newspaper form is transferred to the mat and is now right reading. The mat is used to make a half circle curved plate from hot lead. The image on the plate is wrong-reading. But, when the printing plate is mounted on the press and it is pressed onto paper passing through the press it becomes right-reading again, confused yet?

Anyway, how did all this printing knowledge lead to editing The Chesapeake Bulletin? Over the years I set type from copy. It could be from a reporter or a piece of copy from the local garden club. I did this for so long I learned how a story is structured.

In composing a story a writer must include several items in the story. They are: who, what, where, when and why. The sooner a writer includes these elements in a story the sooner it is completed. Pretty simple huh?

One of our wire services use to explain that most of their articles coming off the wire could be cut after the second graph, (paragraph). Rarely would an editor cut a story that short.

While I was still an apprentice a machine came on the market that attached to the Linotype. This machine replaced the Linotype operator by reading a six-level paper tape and doing the same thing the operator did, except it could do it much faster, probably about FOUR times faster.

Of course there had to be preforated tape to run through this amazing machine. The machine that 'punched' the tape was call a TTS machine. It had a typewriter keyboard. All through high-school I had personal typing, typing I and typing II, along with four years at Westmoreland College. One day after the TTS machine was installed in the composing room the foreman asked me to see what I could do. I set a five paragraph piece of copy in about three minutes. They ran my punched tape through the tape reader on the Linotype and they were very encouraged. The following day I sat at the TTS all day and pumped out 20 galley's of type, mostly error free! There wasn't anybody in the shop that could 'touch type.' My dad could type with the old two finger method, but that would not work on a TTS machine. I was still an apprentice and the only employee that could run every machine, the TTS, make up ads and pages.

Not everyone was elated. Long time Linotype operators that could only run a Linotype were really bummed. If the company added one more of these machines and another operator their job could be in jeopardy.

While working at the second newspaper I was purchasing lots of materials for the engraving department where I was now assistant foreman. Eventually, the supply company offered me a job in the Baltimore area selling printing supplies and equipment. It offered a big boost in salary and a company car. I worked for that company for five years but I missed the satisfaction of being creative.

I then took a job with an old-line commercial printing company that had been in business since 1849. I got in on the cusp of 'Desktop Publishing.'

It was a long way off from where it is today. We still had to send color photos out for separations as low cost color scanners were not yet available. But, my main job was to operate a large format Chemco roll-film process camera.

I converted black and white continuous tone photographs to 'halftones.' A printing press will only print a solid or nothing. Therefore, a photograph must have a dot pattern introduced into it so it will print a tonal range. Same for four-color process photos.

About this time there were two popular page layout programs on the market. Quark-Express which for a long time was only available on the Macintosh platform. The other was Aldus PageMaker. It was available on either Macintosh or PC computers. In 1989 I enrolled in a PageMaker class at CCBC.

It was a large computer lab with about 60 Macintosh SE-30 computers that had a 9-inch black and white screen. They were hooked to a state-of-the-art impact printer. In this course I learned how to create many different graphics. I laid out a basic fictions page one newspaper page, complete with pictures. Admittedly, it was crude, but it got better.

Aldus PageMaker software pitched itself as being designed with the 'paste up artist' in mind, and it was. Many moves were similar to the move you would make if your were doing it on a paste up table. PageMaker therefore was very easy to learn for paste up artists. Aldus PageMaker was bought out by Adobe which phased it out and replaced it with high end 'Intelligent Design' which I've been using for seven years.

During my time at the newspaper, I was a rewrite man. If a reporter was in the field and could not get back to the office in time to file a story, he or she would dictate their story to me through a telephone headset, and while they were dictating I was setting it in type that was going directly into the newspaper. When the reporter got back to the office, there was a corrected galley proof on their desk, and they hadn't typed a word!

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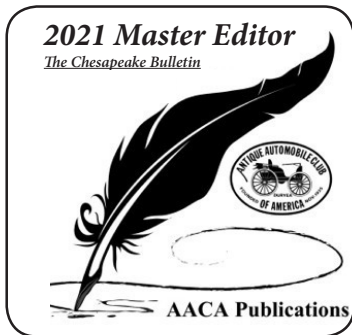
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