

# THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of  
Chesapeake Region  
Antique Automobile Club of America  
Towson, Maryland USA  
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## PHIL HACK KNOWS!

# What Does It Take To Restore A Dump Truck?

By Philip Hack

Chesapeake Region Activity Director, AACA

It's now been a bit over a year since I acquired my 1949 International dump truck. Now that it is finally running reliably, it's time to share a bit of how it all came about and a bit on the refurbishment process.

As many of you know, this truck was a true barn find. Back in October 2021, Shelly's brother was purchasing property in Wye Mills, Maryland. On the property was a large climate controlled pole barn. Inside was an old dump truck. Her brother, knowing I collected antique cars, brought it to my attention that the owner was selling the truck. He invited me over to take 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 and placed in storage. The present owner purchased it in 1991, towed it to his shop and parked it inside. He never drove it and never touched it again. 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. By then, he had pulled the truck outside with a tractor. Except for the short move in 1991, this was the first time the truck had been outside in nearly 50 years! Upon seeing it, Shelly's 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 mentioned, the truck is a model KB-6. The odometer showed 48,000 miles which I am convinced is accurate. This is no farm truck for hauling dirt, hay or cow manure. This is a heavy duty truck designed to haul rocks. The bed is only 8' long but the payload rating is at least 2 Ton. It rides on six 20" wheels. I suspect it weighs in at close to 10,000 lbs. This old truck is powered by a Blue Diamond overhead valve inline 6 cylinder engine, displacing only 269 cid and rated at a whopping 100 horsepower. It's 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 and exterior are clean as a whistle.

Gordon's Towing out of Stewartstown, PA was more than happy to haul it home for me on his Peterbilt roll-back. He skillfully set it down right at my garage door. We pulled it inside with Stew Chandler's Jeep and my



Phil is about to begin removing the head from the engine.



Head and gasket removed from engine block

lawn tractor, putting it up on heavy duty jack stands. This would be its home for the next several months.

How would you feel if you laid in bed for 50 years? You probably wouldn't want to move either. An old truck is no different. Besides the engine being seized, all the mechanicals needed refurbishment or overhaul. However, I was lucky. Since the overall condition was excellent, I immediately decided to preserve the originality and patina. Nothing would be repainted.

*Continued to page 3...'Dump truck restoration'...*



*Doris Phelps*

Doris Therit Phelps, 91, of Manchester, passed away on Sunday, January 1, 2023, at Sunflower Hill Assisted Living in Westminster. Born on December 18, 1931, in Manchester, she was the daughter of the late Paul E. Therit and Myrtle (Fogle) Therit. She was predeceased by her husband Richard Phelps who passed away on March 14, 1993.

Doris began working at Springfield State Hospital at the age of 17 as a Medical Secretary in the Pathology Lab where she was offered an opportunity to continue her education and received training to become an Electroencephalograph Technician for a Neurologist, Dr. Curtis Marshall. She was employed for more than 45 years and worked at Carroll Hospital Center, Springfield State Hospital, GBMC, Harbor Hospital, Clifton T Perkins Hospital Center and Shepherd Pratt. She also assisted her husband in their apartment rental business. She was a lifelong member of Trinity United Church of Christ where she taught and was a treasurer of Sunday school.

Later in life she enjoyed filling backpacks and delivering them to schools so that children had food to eat. She was a member of the Lady Elks, Westminster Lodge #2277, a volunteer at the Carroll County 4-H and FFA, Carroll County voting, and Westminster Riding Club. She was also involved in Little League programs, the Chesapeake Region Automobile Club, and the Gettysburg Region Antique Automobile Club. She enjoyed showing her 3 antique cars. Her adventures took her to Buffalo, NY., Hershey, PA., and Ocean City, Md. as well as many places in between. She collected antiques, loved to travel, socialize, go to dances, and could frequently be seen at Dutch Corner in Manchester.

Doris is survived by her two sons: Edward McDonough Phelps of Freeland, MD., and Michael Neil Phelps of Manchester, granddaughter: Allison Myers and husband David of Hanover, PA., great-grandchildren: Brayden and Elise Myers, sister: Madeline "Madge" Hicks of Lake May, FL., and nieces Sandra Peterson and Shari Cornish and family. She was predeceased by sister: Betty Shaffer Gouker, brother-in-laws: Carl Hicks and Donald Gouker, and nephew: Dennis Shaffer.

Visitation was held Sunday, January 8, 2023, at the ECKHARDT FUNERAL CHAPEL, Manchester, MD. Funeral services were held Monday, January 9, 2023, at the funeral home with Pastor Bonnie Whittier officiating. Interment at Trinity UCC Cemetery in Manchester. Contributions can be made to Gilchrist Hospice at 11311 McCormick Road Suite 350, Hunt Valley, MD. 21031,



*Paul Habicht*

Paul Habicht a retired electrician of Perry Hall and Glen Arm, Maryland, passed away on Friday, December 30, 2022, at the age of 91. He is survived by his wife of 69 years Virginia Ehman Habicht; daughter Nancy Habicht and her husband Michael Lee; grandsons Marshall Lee and Curtis Lee.

Paul served with the 29th Division M.P. Company of the Maryland National Guard. His hobby was collecting and restoring classic cars. He was a member of the Antique Automobile Club of America for 60 years. Paul restored dozens of classic cars including a 1959 Cadillac four door hardtop that he and Ginny drove for years to many car shows.

Family and friends will honor and celebrate Paul's life at Evans Life Celebration Home-Parkville, 8800 Harford Road on Friday, January 6, 2023, from 11:00 am - 12:00 pm at which time a funeral service will be celebrated. Interment: Private. Online condolences may be sent to the family at [www.evansfuneralchapel.com](http://www.evansfuneralchapel.com)

### **Louis E. Fritz, Sr., 86**

January 31, 1936-January 11, 2023

Louis E. Fritz passed away unexpectedly on Wednesday, January 11, 2023 in Cambridge, MD surrounded by his loving wife of almost 65 years, Mary Jane Fritz and his daughter and son-in-law, Joyce Lynn Fritz Ritz and Robert E. Ritz, Jr.

Lou Fritz loved life, he loved his family and his friends most of all. But his heart was big enough to love more. He loved cars. He loved all things to do with them from fixing them up, to buying and selling them, to watching people race them, to collecting antique ones, to judging them and to touring around the country in them, his biggest passion after his family was most certainly cars. He was the 'answer man' when anyone had a car making a funny noise, he was happy to listen.

Lou was fortunate to find the love of his life at a young age, he married Mary Jane in 1958. They were blessed with two wonderful children, Joyce and her brother, the late Louis Edward Fritz, Jr. better known as Le.

He was a member of the Ionic Masons, the Boumi Temple Shriners, and the Scottish Rite. Contributions can be made to Antique Automobile Club of America. A Celebration of life service will be held at a date to be announced.



**Remembering Paul Habicht...From August 2016. I asked Paul how many cars he has owned in his lifetime, this is the information he submitted.--Bill Wurzell, Editor.**

To date, 56 cars! My first car was a 1932 Chevrolet 6 wheel coupe. I bought the car from a junk yard in 1947 for the whopping sum of \$35.00! New cars were hard to get after WWII.

I drove the Chevy home and started working on it. I checked the main and rod bearings and adjusted as needed. I ground the valves, redid the ignition system. The brakes were in good shape, but I replaced two front tires and tubes. The interior was



*Paul with a 1931 Cadillac sedan, not his car.*

in horrible shape, the upholstery was gone. I used one of my mother's old bed spreads, with scissors a hammer and tacks, I replaced the upholstery on the inside door panels, headliner and seats. I installed a new muffler, exhaust and tailpipe.

After driving it awhile I had it painted black with red spoke wheels and 'painted' white sidewall tires. The car looked very sharp with the \$35.00 paint job. I drove the car to Hagerstown every other weekend so my brother could visit his girl friend (later to be his wife). I drove the car for three years with very few problems; two broken rear axles which Chevy was noted for, and a rebuilt water pump. I traded the Chevy for a 1936 Chrysler Imperial Airflow, but that's another story.--Bill Wurzell, Editor

**Continued from page 1, 'Dump truck'...**

First and foremost, I removed all items that would need to be sent out and overhauled. Remember, this is an International. Most parts are simply not available. All the brake components, including the power brake booster went to Apple Hydraulics in New York. The water pump went to Arthur Gould in Massachusetts. The generator and starter went to P&H in Eastpoint and radiator to Alternate Radiator in Elkridge. I'm happy with all these vendors.

**Continue to page 8, 'Dump truck'...**



*A heavy-duty Peterbilt roll-back brought the truck home.*

**Remembering Doris Phelps...From October 2014, at the Fairhaven show I asked Doris if she would pose with her Cadillac and allow me to write a story for the Chesapeake Bulletin, she agreed.**

I attended the fourth annual Classic and Antique car show at Fairhaven Continuing Care and Retirement Community, Sykesville, on Saturday September 6, 2014. I've been to this show three out of the last four years and it is delightful. I might add, 'Delovely' garnered an award the first and second years. I commend 'Fairhaven' Care Facility for sponsoring this show that gets better every year and the entry fee is still only TEN bucks! Fairhaven doesn't 'cheese out' either, at this show they awarded SIXTY trophies.

About 10 or so years ago, I was at a car show in Westminster, before I purchased my 1954 DeSoto. At that show was an beautiful 1950 Cadillac two-door hardtop, black over yellow and 'totally original,' certainly my kind of car. I didn't know who owned the car until the following year when I learned that a lovely woman by the name of Doris Phelps was the owner.

After I acquired my 1954 DeSoto Firedome, I was often in car shows which Ms Phelps also participated. She won at many more events than I did. In spite of this, I came to have a great deal of admiration for Ms Phelps. She is a strong woman fully engaged in a hobby overwhelmingly dominated by men, most of whom are true Gentlemen, but there may be a couple in the group that hold a little, shall we say.. 'resentment' for a woman that has a room in her home full of trophies, plaques and awards of all kinds.

Doris Phelps is a tried and true 'old car gal'. She has been for a longtime. Her lovely 1950 Cadillac may be her favorite; but not her only antique car or her first. She also owns a 1929 Ford Model A Roadster convertible, the very first car she acquired. I asked her why she bought the Ford and she replied, "because I really liked it." After the Model A, she purchased a 1967 Cadillac DeVille four-door hardtop, from the same gentleman that sold her the 1950 Cadillac. When she first saw the 1950 Cadillac, she provided the owner with a telephone number to be sure and call her first, should he decide to sell the car. When the opportunity finally came, Ms Phelps was delighted. At the time the Cadillac had a set of aftermarket wheels that were completely wrong for the vintage hardtop. The seller insisted she take the car 'as is' ugly wheels and all. Ms Phelps said, 'nothing doing.' 'I can't show the car at a judged event with those wheels.' The seller acquiesced and sold her the car and included the original wheels and 'sombrello' wheel covers.

Doris Phelps, a widow, she lost her beloved husband over twenty years ago. She was a retired Realtor previously employed by Chesapeake Region member Sterling Walsh's real estate company. Mr. Walsh urged Ms Phelps to join Chesapeake Region even though she already belonged to Gettysburg Region. Doris Phelps, is a delightful woman well versed in Carroll County history who seems to know nearly everyone in Carroll County and is a valuable asset to Chesapeake Region AACA, and the antique car hobby.--Bill Wurzell, Editor



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

***Hello Chesapeake Members!***

**N**ew year, new meeting time! We just had our first meeting of the year at the new day and time of Saturdays at 1:30 pm and it seemed to be very agreeable to everyone in attendance. Thanks to all who were there, and remember, this month the meeting will be on February 11th and the March meeting will be on the 4th, just ahead of our annual Swap Meet. Judy and I will not be here for the meeting in February due to our attendance at the annual AACA convention in Williamsburg. Nick Prevas will be presiding in my absence.



Speaking of the Swap Meet, Tom Young reported that pre-registrations are coming along nicely. Let's all pray for good weather and remember, this is one of our largest fund raisers of the year and we need all the volunteer help we can get, so be ready!

Our Activity Director, Phil Hack, has already been busy filling up the activity and events list. Any ideas and suggestions for new areas to explore are always welcome. We may even start thinking about an overnight tour. Maryland and surrounding areas are filled with historic and beautiful places to visit. Your idea doesn't have to be related to antique cars. Judy is always searching out social events for the enjoyment of the whole Club.

My main concern coming out of this last meeting is the number of renewals at this point. We are DOWN considerably! Please get your dues in. We need your suggestions, your ideas, your participation, your fellowship, and your friendship! Thank you!

***Yours in this great hobby,***

***Tom Dawson***

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# 'The All-American Military Jeep Of World War II'

By Bill Wurzell, Editor  
The Chesapeake Bulletin

Probably no military vehicle or piece of equipment ever achieved the legendary notoriety of the U. S. Military Jeep. I remember reading an article years ago about the World War II era Jeep. In the article it stated that citizens of the United Kingdom were convinced that each and every U. S. soldier was issued his own, personal 'Jeep.' That is how ubiquitous they were. Of course it wasn't true that every U. S. soldier got one, but they were prolific nonetheless.

During the five-year course of World War II, nearly 650,000 Jeeps were produced. It is relatively common knowledge that prior to the United States entering the war after the Japanese attack on Pearl Harbor, Hawaii on December 7, 1941 that three car companies were vying for the contract to produce the vehicles that the United States Military gave them specifications to meet.

The American Bantam Car Company was the only company that could get the job done before the military's strict 75-day deadline. After American Bantam Car Company made their version, the United States called on a couple other car manufacturers that had more production power to help build test models. Both Willys-Overland Motors and Ford Motor Company studied the prototype and built their versions of what was initially called 'Blitz Buggy.'

Willys-Overland Motors was ultimately picked by the military to produce vehicles for the United States military on a wide scale. Eventually, the Jeep vehicle that evolved, had elements from all three manufactures, including American-Bantam, and Ford Motor Co.

We are getting a little ahead of ourselves. By 1939 and 1940 war was raging in Europe. United



The soldier in the above photo may have been the company's radioman, as he is holding onto the Jeep's two-way radio antenna. If the radio was wired into the Jeep's electrical system, it had a far longer range than an ordinary walkie-talkie. It looks like this Jeep is also equipped with a 50 caliber machine gun. All pictures Courtesy of Royalty Free public domain archives.

States military planners knew sooner or later that America was going to be drawn into the conflict. The U. S. had heavy and light duty trucks in all sizes, military ambulances in abundance, tanks and related ordinance in decent supply. What they didn't have was a rugged, light, go-anywhere vehicle with four-wheel drive that was very agile, even in battlefield conditions.

The winds of war aimed toward America as the 1942 models debuted in the autumn of 1941. Across the Atlantic, combat had been

raging for two full years, and Hitler controlled nearly all of Western Europe. Despite its biggest peacetime military buildup ever, the U.S. had steered clear of war, while shipping war material to the beleaguered United Kingdom through FDR's Lend/Lease Program.

Isolationist sentiment was strong in the U.S. and the initiation of the military draft in 1940 had drawn considerable criticism. People were wary and frightened, so the news of the Japanese bombing of Pearl Harbor, on December 7, 1941 came as a profound shock to many people.

(Mostly after the war there was wide-spread speculation, that FDR, eager to get the United States into the war, had deliberately moved the Pacific Fleet from California to Hawaii, thereby giving the Japanese a target they couldn't resist. On December 8, 1941, the United States declared war on Japan. President Roosevelt placed the nation on an immediate wartime footing, and Detroit quickly followed. By early

*Continue to page 7, 'Jeep'...*



*This heavily laden Jeep most likely saw action in the Korean conflict.*



*You have to have a little sympathy for the poor German soldier who had his head in this helmet.*

## Continued from page 6: 'The All-American Jeep Of World War II'

February 1942 production of civilian automobiles stopped. The few cars built after the first of the year, billed as 'blackout' models, lacked chrome trim. Quite a few 1942 models were commandeered by the government, earmarked for use by officials. Car registrations fell by about 1.6 million in 1942. Departing GIs put their cars up on blocks for the duration of the war.

Packard had obtained a contract to produce aircraft engines in 1940, so conversion to war work came easily. Ford dedicated its huge government-financed Willow Run plant to the production of B-24 Liberator bombers. Dodge's new Chicago factory, also paid for by the government, built B-29 engines. Chrysler built Sherman tanks and anti-aircraft guns.

Buick Division was engaged in no less than thirty separate war production operations. In some of these, Buick was the prime contractor, supplying material directly to the government. In other situations it operated as subcontractor to companies. During the course of the war, Buick contributed two-billion dollars of war material to the war effort.

Combined, automakers turned out \$29 billion worth of armaments and related products for the war effort, everything from trucks and planes to lifeboats and sandbags. General Motors became the biggest producer. Second was Curtis-Wright, followed by Ford. 'Cost-plus' contracts provided the incentive to get the work done in a hurry, and earn ample profits.

The Jeep legend began in November 1940, in the early days of World War II, just a year before the United States entered the war. A small, four-wheel drive prototype, the Willys 'Quad', was delivered to the U. S. Army. It featured the Willys 'Go-Devil' four-cylinder engine, developed by Delmar Roos. With 60 horsepower and 105 foot-pounds of torque it not only exceeded the Army's requirement, but dwarfed American-Bantam's 83 and Ford's 85 pound-feet of torque, it's only competitors for the military contract. The Quad was the father of the Jeep MB model. Willys refined the Quad and built 1,500 units of the Willys MA model, many of which were used in World War II. From 1941 to 1945 Willys produced the MB model the original go-anywhere, do-anything vehicle, which came to be known by its nickname, 'Jeep'. Made famous during the war, Willys produced over 300,000 MB vehicles. Jeeps were heavily used by every division of the American military. With 144 Jeeps provided to every infantry regiment in the U.S. Army, large numbers of Jeeps were shipped to the Allied Forces of Britain and Russia, nearly 30% of total Jeep production.

The MB model evolved into the M-38 military model which featured a waterproof ignition system and was built from 1950 to 1951 specifically for use during the Korean War. During that conflict, Willys redesigned the M-38 and it became the M-38A1 with a longer wheelbase, softer ride, a more powerful

engine and a new, more rounded body style. In production through 1962, during that time Willys also produced the M-170, which was designed to be fitted with several different body packages. There are Auto Parts companies that market old Jeep parts for all Willys military Jeep models.

The World War II military Jeep wasn't anything if it wasn't versatile. It was supposed to be a light reconnaissance vehicle. American GIs found many more uses. With a power take-off they had a portable machine shop. The Jeep could be fitted with steel railroad type wheels and run on European train tracks, including Germany's. It could be fitted with 30 or 50 caliber machine guns and become an attack vehicle. If fitted with a rocket launcher, American GIs figured out a way to take out even the mighty German Tiger Tank. They would hit the tank in the rear and dislodge both tracks. The Tiger was dead in the water and could not be repaired in the field. Military Chaplains used the flat hood and fenders for religious services.

The Jeep also doubled as an impromptu ambulance, quickly removing soldiers from the battlefield to field hospitals and M.A.S.H. Units. It could scurry into a battle quickly, rain down death and destruction on the enemy and disappear just as quickly. It worked in both theaters of war equally well. With its attached five gallon gas can, it had an effective range of 300 miles, a big help in gasoline starved Europe and South Pacific.

British Field-Marshal, Bernard Law Montgomery was a fan of the U. S. mil-

itary Jeep as was British Prime Minister, Winston Churchill.

Five Star General and Supreme Allied Commander, Dwight D. Eisenhower might have summed it up best by saying that "the military Jeep was one of the tools that enabled the United States and her Allies to achieve victory in World War II."

### FACTS AND STATS

☆ The original World War II military Jeeps weighed 1,300 pounds, but were later upgraded to 2,160 pounds.

☆ Their wheelbase was eighty inches and they had a ground clearance of a little over six inches.

☆ Their length was over 10 feet long and it had the ability to haul up to 1,000 pounds. They towed a variety of trailers.

☆ Military Jeeps had a three-speed transmission, and four-wheel drive. They were able to travel up to 45 miles per hour.

*Bibliography: Publication: One Hundred Years of American Automobiles; American-Bantam Car Company; Willys-Overland Car Company; Buick Heritage Alliance; Wikipedia. All photos are from Royalty Free Public Domain Archives.*



*Many commanding officers preferred moving around combat zones in a Jeep with a dedicated driver, usually one with the rank of Sergeant. The Jeep was rugged, reliable and faster than any other land vehicle, except perhaps a motorcycle with a sidecar. 'No thanks, I'll take the Jeep!'*

## Chesapeake Region Activities For 2023

DATE	DAY	TIME	EVENT	LOCATION
<b>FEBRUARY</b>				
9-11	Thu-Sat	Daily	AACA Annual Convention	Williamsburg, VA
<b>11</b>	<b>Sat</b>	<b>1:30 PM</b>	<b>General Membership Meeting</b>	<b>Divinity Lutheran Church</b>
10-12	Fri-Sun	Daily	Atlantic City Classic Car Show and Auction	Atlantic City, NJ
11	Sat	11-3	Winter Beater Cruise (Ugliest Cars)	Shrewsbury Farm Mkt
18-19	Sat-Sun		Motorarama: Car, Truck, Bike Show	PA Farm Complex Harrisburg, PA
25	Sat	9-11	Car Show & Cruise All Club Breakfast	Bel Air Moose Forest Hill, MD
<b>MARCH</b>				
4	Sat	8-11	Kent Island Cruisers All Club Breakfast	Kent Island Fire House
<b>4</b>	<b>Sat</b>	<b>1:30 PM</b>	<b>General Membership Meeting</b>	<b>Divinity Lutheran Church</b>
5	Sun	7-2	AACA Ontelaunee Region Swap Meet	Hamburg, PA
<b>10-12</b>	<b>Fri-Sun</b>	<b>Daily</b>	<b>Baltimore Auto Show-CRAACA Display</b>	<b>Baltimore Convention Center</b>
<b>11</b>	<b>Sat</b>	<b>7-3</b>	<b>CRAACA Collector Car Swap Meet</b>	<b>Howard Cty Fairgrounds</b>
<b>12</b>	<b>Sun</b>	<b>12:30</b>	<b>St Patricks Parade-CRAACA Member Drive</b>	<b>Mt Vernon Place</b>
24-25	Fri-Sat	8-3	AACA Sugarloaf Region Swap Meet	Carroll Cty Ag Center
25-26	Sat-Sun	Daily	Mid Atlantic Indoor Car & Bike Show	Philadelphia Expo Center
26-Jan	Sun	8-3	AACA South Jersey Region Swap Meet	Woodstown, NJ
<b>APRIL</b>				
<b>10</b>	<b>Mon</b>	<b>7:00 PM</b>	<b>General Membership Meeting</b>	<b>Divinity Lutheran Church</b>
13-15	Thu-Sat	8-3	AACA Southeastern Spring Nationals	Charlotte, NC
15-16	Sat-Sun	Daily	Maryland Steam Historical Society Crank Up	Arcadia, MD
19-23	Wed-Sun	Daily	Spring Carlisle	Carlisle, PA

### *Continued from to page 3...'Dump truck'*

I did the engine work myself. It was seized up solid. After removing the head, it was clear two pistons were going to take a lot of muscle to break free without damaging anything else. We wound up placing a block on the bottom of the problem connecting rods and partially jacking the truck up. With the weight of the truck pushing up on the piston we pounded more with a block and sledge. Eventually, we saw slight movement. SUCCESS! After hours of work, we finally had all six pistons out. To my astonishment, the cylinders were not pitted or damaged in any way! I used a micrometer to check the dimensions, and all was good. They only required honing to clean up. All the bearings were fine and were reused. Obviously, the rings would have to be replaced. Finding these took several weeks. Guess who had them in stock? Rock Auto! Additionally, the head was refurbished at JB Automotive in Rosedale.

As the overhauled parts were returned, the truck was slowly reassembled. We fired the engine for the first time late September. *What a thrill!* I was able to drive it right away, but it was not ready for the road yet. My goal was to have it ready for Hershey in the fall, but I didn't quite make it. I'll be ready next year.

This truck has been a blast to work on. I can't thank some folks enough who helped me along the way. Stew Chandler and Doug Haag provided indispensable help,

knowledge and encouragement. My buddy Michael Taylor ('55 Chevy) was right there with us ready and willing to dive in and help with everything. And of course, none of this would have happened without the steadfast support from Shelly.

The truck was a hit at the Mayor's Parade in December. Look for it again this year at many other events!



*Stew Chandler, top, and Michael Taylor do some very important wrench-turning.*

**Chesapeake Region Antique Automobile Club of America, Monthly Membership meeting minutes, January 14, 2023**

The monthly meeting of the Chesapeake Region of the AACA (Club or CRAACA) was held on January 14, 2023 at the Divinity Lutheran Church in Towson, MD. There were 25 members in attendance.

**Welcome: President, Tom Dawson** Tom called the meeting to order at 1:35 PM and welcomed all members.



**Secretary's Report, Judy Dawson**  
There were no minutes, as there were no Board Meetings since November.

**Treasurer's Report, Jack Treadwell**  
Jack gave his detailed monthly report. A motion to approve the report was made by Mark Starshic and seconded by Jack Anderson. The motion passed and the current monthly report will be held for audit.

**Vice President's Report, Nick Prevas** Nick reported that we will be participating in the Baltimore St. Patrick's Day Parade on March 12th. Buzz Diehl will be assisting with directing cars to our starting point, and he could use some help. If you can assist, please contact Nick ASAP.

**Membership! Facebook Report, Vicky Wilmer** Vicky reported that we currently have 288 Adult Members. Student Members cannot be finalized until Adult Member numbers can be confirmed. No Facebook Report.

**Activities Report, Phil Hack** Phil reported on upcoming activities. For specific dates and locations please see his Activities Calendar located within this Bulletin. Also refer to our new website (<https://chesapeake.aaca.com>) for further information and downloadable flyers. Phil also discussed revisiting last year's postponed Keystone Truck and Tractor Tour in Richmond, VA. If interested, please contact Phil. He also mentioned a future tour of The World War II American Experience Museum in Gettysburg.

**Technical Report, Gary Wilmer** No Report.

**Chief Judge Report, Henry Chaudron** No Report.

**Bulletin Report, Bill Wurzell** - Bill spoke of the increasing space needed lately to report on the passing of members, both past and present. He spoke thoughtfully on Blaine Brown, Earl Beauchamp, Doris Phelps, and Lou Fritz. These members will be greatly missed, and we are truly grateful for all their contributions.

**Website Report, Buzz Diehl** - Buzz reports that after a long, arduous construction and updating procedure, our new website is up and running. Our 2023 Calendar is updated. Flyers are available for upcoming events. To see all of Buzz's hard work go to: <https://chesapeake.aaca.com>. Our old site will remain up, for a month or two, in order to help direct users to the new site.

#### Director's Reports:

**Director Paula Ruby** - Paula reported that Tom and I will be attending the AACA National Convention in Virginia from February 9-12. She made a motion that the Club will

reimburse our expenses. Buzz Diehl seconded and the motion passed. Following a discussion on contributions to our National organization, Vicky Wilmer moved that we NOT participate in the traditional contribution ceremony at the Convention. It was seconded by Jack Anderson. The motion passed. More in line with our Club's philanthropic dedication, it was suggested that we contribute to The Custom and Classic Car Educational Foundation.

**Director Tom Young** - Tom gave us updates on our Swap Meet. Vendor space sales seem to be on target.

**Historian Report, Chip Miller** No Report

**Social Report, Judy Dawson** No Report

**Legislative Report, Mike Natale** - Mike reported that he will be monitoring all car-related legislation. The first person to send *me* a text with the word Fairlane, will win three 50/50 raffle tickets at our next meeting. Of special interest will be the Repair Act.

**Sunshine Report, Margaret Werneth** - A card was sent to Gary Ruby Jr, cards will be sent to Bill George and Gladys Walsh.

#### Old Business:

May 18th Cruise-In in Gettysburg Jack Anderson reports that plans are progressing. Registration, Parking, and Marketing Committees have been set up and manned. If you would like to join in, please contact Jack. Yet to finalize: music, signage, food vendors, and registration forms. Jack will attend the next Gettysburg Region meeting on 2/7. We will need a separate committee to coordinate Trailer Parking for this event.

#### New Business:

The next Board Meeting will be on Saturday, 1/28 at 11:30 am at Tom and Judy's home.

Paula announced that she plans to host an Ice Cream Social on 6/10/23 for The Sugar Loaf AACA Model T Club, following their tour of the Graff's Garage. Members of CRAACA are invited to join in!

Jack Treadwell announced that the 2023 Camaro Nationals will be held from July 13-15 at The Auto Mall in Morgantown, PA..

The 50/50 Raffle was won by Buzz Diehl for a total of \$19. Fairly meager payment for that new website, Buzz! The meeting adjourned at 3:17 PM after a motion by Paula Ruby and a second by Vicky Wilmer.

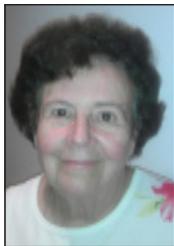
**Respectfully submitted,**

*Judy Dawson, Secretary*

**SUNSHINE REPORT:**

By: Margaret Werneth

*I sent get will cards to Virginia Habicht, Buzz Diehl and Bill Wurzell. Sympathy card to Virginia Habicht on the passing of our long time member, Paul Habicht--Margaret*



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

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## Elected & Appointed Officers For 2023

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

**President:** Thomas R. Dawson  
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**Vice-President:** Nicholas J. Prevas, Jr.  
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**Secretary:** Judy Dawson  
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**Treasurer:** Jack Treadwell  
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**Membership Chair:** Vicky Wilmer, C-443.340.7703  
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**Activities Chairman:** Philip Hack  
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**Chief Judge:** Henry R. Chaudron, Sr.  
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**Publicity & Website Administrator:** Harold 'Buzz' Diehl  
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**Sunshine/AACA Reporter:** Margaret Werneth  
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**Historian & Program Director:** Walter E. 'Chip' Miller,  
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**Legislative Liaison:** Michael Natale, C-410.583.9171  
[mmnatale40@verizon.net](mailto:mmnatale40@verizon.net)

### SOCIAL MEDIA

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**MEMBERSHIP MEETING**  
**SATURDAY 1:30 pm**  
**FEBRUARY 11, 2023**  
 DIVINITY LUTHERAN CHURCH  
 1220 Providence Road  
 Towson, MD 21286

Dear Friends:

Please make sure you have returned your membership renewal form and dues payment to Vicky Wilmer by Dec. 31, 2022 to remain current and not miss any of the exciting events we are planning for 2023. Make sure you have paid your National AACA dues as well.

If you have any questions, please contact me at 443-340-7703 or [wilmervicky@gmail.com](mailto:wilmervicky@gmail.com).

Thanks,  
 Vicky Wilmer Membership Chair

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

•••••  
 By: Gary Wilmer  
 •••••



I realize that the information in this tech talk may be a little late, but it can be useful anytime of the year. Hopefully, with winter already here, you have changed or checked the condition of your old cars' anti-freeze. The recommended time to change anti-freeze has always been around every 2 years. I know this advice was for older cars back in the day that were driven more frequently than we do today but it still applies today.

Two years can go by in a flash with maybe only a couple hundred miles driven. Why change it? I do admit with multiple cars it can be almost impossible to keep them all up to date, and I know some of mine may be 3, 4 or even 5 years since a flush and change. All I'm saying is to not just pull the cap off the radiator, check the level, and forget about it. Probably some of you have never changed it since you got the car. Add it to your list of maintenance items like oil and other fluids that should be changed periodically.

Next is what kind of anti-freeze do I use. One popular auto parts store sells 17 different types of anti-freeze for cars and trucks. Typically, the older cars used the green color liquid containing a petroleum-based derivative called ethylene glycol up to around 1994 with some makers such as Ford continuing through 2002. Asian and European cars continued using this blend until 1990.

Typical colors for the newer blends are orange, red, and blue made for domestic cars after 1994. Other colors are yellow, turquoise, pink, blue or purple. Confused yet? Since this column is about old cars, most of us should get the "green" color anti-freeze. Just be diligent when purchasing anti-freeze for your year, manufacturer, and type of vehicle.

# Still Mystified About Semi-Automatic Chrysler Corporation Transmissions?

By Bill Wurzell, Editor  
The Chesapeake Bulletin

When I still had my 1954 DeSoto Firedome I attended many car shows, cruise-ins and other events. At nearly every show or function somebody would ask a question or make an observation regarding semi-automatic transmissions that were mostly marketed by Chrysler Corporation in their Imperial, Chrysler, DeSoto and Dodge brands. Plymouth never got a semi-automatic transmission unless you count 'Hy-Drive,' and that is a whole other story I am not addressing here.

Usually it would begin with 'back in the day' our old (insert Chrysler product here) with: 'Fluid Drive,' Presto-Matic, Tip-Toe Shift, 'Gyro-Matic' and so on. Much of the confusion was fostered by Chrysler Corporation, perhaps to disguise the fact they didn't have a fully automatic transmission until 1954. Prior to 1954, Chrysler resorted to placing a goofy looking 'quadrant' on the steering column of '51 Imperials and Chryslers to make it look like an automatic, which it was not. There was script on the clutch pedal 'safety clutch'...more subversion. Even their advertisements exclaimed, 'no shifting' or 'shiftless.' This wasn't true either until they finally got two-speed 'Powerflite' in 1954. Up to this time they used an M6 transmission with either a 'fluid coupling' and/or a 'torque-converter.'

Nineteen forty-one Chryslers used an M4 transmission called 'Vacumatic,' DeSotos were 'Simplamatic.' Both utilized engine vacuum to operate. The successor 'M6' was an electro/hydraulic transmission produced from 1946 to 1953. Fluid Drive was a three speed transmission that allowed the driver to stop without depressing the clutch and to pull out from a stop without shifting to first gear, mostly on level ground. The M6 transmission was a special manual transmission with a fluid coupling *and* a torque converter.

Much of the confusion stems from, which transmission does the car really have? A forty or fifty year old when confronted with say a 1950 Dodge Coronet with 'Gyro-Matic' will think it's a manual transmission that won't go into first gear. Actually, it doesn't have a first gear as say a 1950 Plymouth. The Dodge with 'Gyro-Matic' has two ranges, a 'power range' and a 'driving range.' The power range is in the same position as 2nd gear would be in the 1950 Plymouth. The cruising range is where 3rd or 'Hi' gear would be in the 1950 Plymouth. In the Dodge with Gyro-Matic, the driver starts the car, depresses the clutch and places the gear shift into the power range (2nd gear on the Plymouth) and proceeds forward. At between 6 and 8mph, the driver eases off the gas pedal and the transmission 'clicks' into the second 'underdrive' gear, driver accelerates, depresses the clutch, shifts into driving range, completely bypassing third gear and going directly to final drive (1:1.) However, under normal circumstances, the power range isn't necessary; the driver simply pulls the gear shift (while depressing the clutch) to the driving range, proceeds forward to between 15-18 mph, eases off the accelerator and the transmission shifts into final drive gear and 'off to the races.'

When the car slows to 11 mph or less the transmission automatically downshifts to first gear. Just remember, if it has just a fluid coupling, it's 'Fluid-Drive.' If it has a fluid coupling and a torque converter in a Dodge it's Gyro-Matic in a DeSoto its 'Tip-Toe Shift' in a Chrysler or Imperial it's 'Presto-Matic.' It seems each division described the operation of the transmission a little differently, additionally, I know there are lots of models in existence that say 'Fluid-Drive,' but have the M-6 transmission.

The 'quadrant' on Chrysler cars beginning in 1951 with the M-6, referred to: 'Fluid-Matic Drive' transmission: the sequence of the gear positions on the quadrant was: R Lo N Dr--reverse and low gear were very close to each other and neutral and drive further apart. The driver had to depress the clutch when moving from one gear to the next.

The 1949 DeSoto Custom Sedan that Willis Terrett acquired in 2014 is a perfect example. Right on the dashboard in large script it proudly proclaims, 'Fluid-Drive' yet the car has the M6 transmission and 'Tip-Toe' shift, confusing, to say the least.

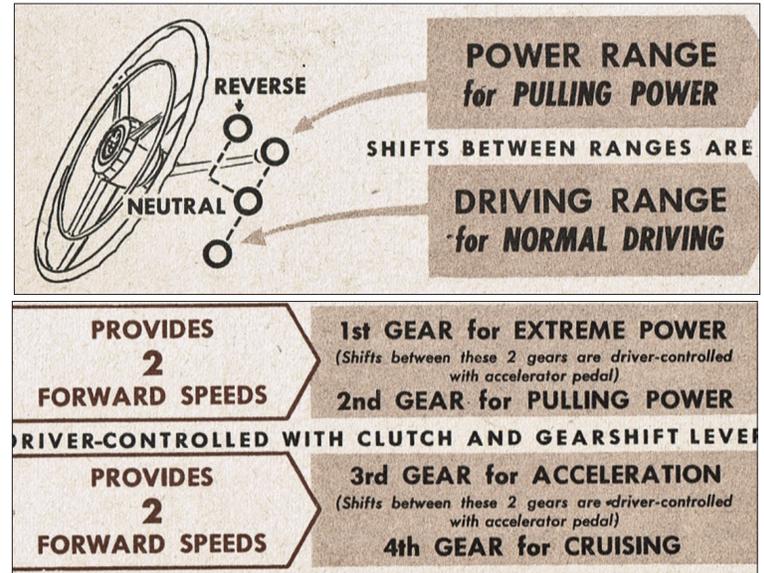
In 1953 and only 1953, Dodge offered no less than FOUR different transmissions, none of which were FULLY automatic in their cars. If you ordered a six cylinder Dodge you only had choice of a three-speed manual or a three speed manual with overdrive.

If you ordered a Red-Ram (early HEMI) V8, in addition to the two transmissions for the six, you could choose either a Gyro-Matic or a Gyro-Torque. What's the difference? The Gyro-Torque transmission worked off the motor oil, the crankcase held TEN quarts of oil. Other than this, they operated identically, although the Gyro-Torque unit did provide much more torque to the rear wheels.

In 1960, my Junior year of high school, I had a 1953 Dodge Coronet two door sedan with Gyro-Torque with only 50,000 miles. I remember using 'power range' it was that for sure! It provided a lot of torque that I rarely needed. An identical version of Gyro-Torque was used in DeSotos, Chryslers and Imperials. Also in 1953 Fluid Drive was no longer available and neither were any of the other aforementioned transmissions after 1954 when Chrysler products, including Plymouth finally got 'Powerflite' two-speed automatic transmission. TorqueFlite three speed automatic transmission was introduced in the 1956 Imperial. In 1957 all Chrysler brand vehicles offered torqueflite as an option.

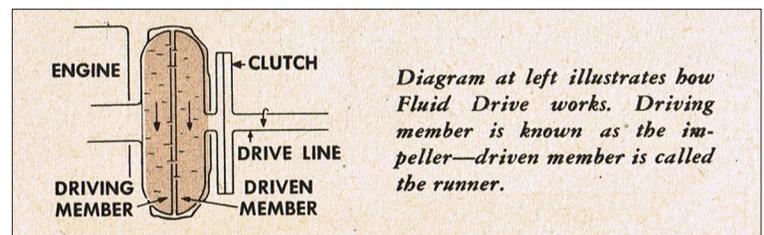
### Gyro-Matic and/or Gyro-Torque (M6) Transmissions

There are FOUR forward gears in the M6 transmission. Two in power range and two in driving range. The driver selects the speed range desired by depressing the clutch pedal and moving the gearshift lever to either power range or driving range. From then on, shifting from one gear to another is done automatically by pressing on the accelerator. For all normal driving, the gearshift lever will be in the driving range, when starting, speeding up or slowing down, or stopping. Any sudden burst of speed which may require a quick shift into accelerating gear is accomplished instantly and without effort at speeds below 35 miles per hour by simply pushing the accelerator pedal to the floor.



### Fluid Drive

Flexibility while operating a Chrysler product vehicle is due to Fluid Drive which substitutes a cushion of fluid for the rigid mechanical connection ordinarily found between engine and clutch. Engine power is transmitted to the drive shaft by means of two parallel-facing rotors operating in a medium of fluid in a sealed housing. One of the rotors known as the *impeller*, is attached to the engine crankshaft. The other, called the *runner*, connects with the drive shaft. As the impeller rotates, it throws a whirlpool of fluid in the runner which causes it and the drive shaft to turn.



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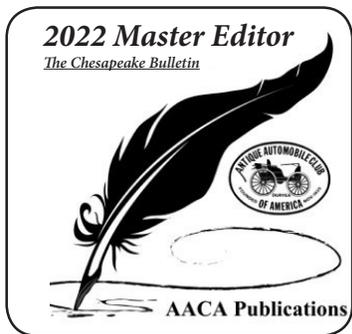
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