

CHESAPEAKE BULLETIN



VOLUME 64, NUMBER 7, JULY 2024

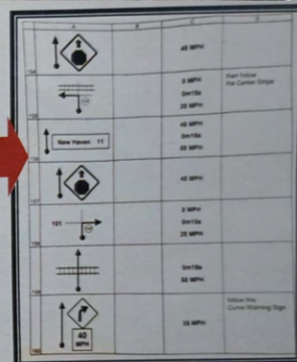
The Great Race Arrives in Gettysburg, PA - June 25, 2024



What is the GreatRace.com?

- 1 A great group of people —about 140 cars— who love driving their pre-1974 cars on the open road for 9 days. Each year it starts and ends in a different town across the USA.
- 2 All cars follow the same directions / speed changes as they drive the speed limit (or below.) Teams start each day 1 minute apart—and usually never see each other until the start, gas or lunch stops, at the end of the day, or unless they don't follow the directions.
- 3 All cars have to be stock—no modern or "souped up" engines. Except for motorcycles, teams are made up of a driver and navigator. Teams have special equipment and charts to maintain their speed and track their time: a special speedometer, a stopwatch, a big clock, and their communication skills.
- 4 Each check-point is pre-measured. The goal is to stay on course, maintain the speed limit changes, and reach each check-point when the clock "counts down" to zero. A perfect zero score is called an ACE. The older the car, the more difficult it is to maintain a consistent speed. So an age-factor is applied to their time which reduces their overall score. The racers are competitive so you will see a lot of 1910-1950s cars.

The team with the score closest to zero — wins!!



Sample instruction sheet
(directions with speed changes)



Paula's President's Message

Hello Chesapeake Members!

Wow! The month of June has brought such high temperatures that it could melt the rubber off your tires. I hope all of our club members have stayed out of the heat and stayed safe from the storms throughout Maryland.



No matter the weather, Chesapeake Region remains busy. We started June off strong with a visit to the Star Bright Farm in White Hall, MD. It was a great location for a car get-together and Tom will be setting up another visit for later this year; you don't want to miss it. We moved into the middle of June with the Convention Center show where 5 of our amazing members displayed their cars. We heard that this show might be moving to the Timonium Fairground in the future so stayed tuned for that change. We had a great attendance at the Sun Valley Assisted Living center and the residents always appreciate us visiting.

Finishing out the month of June, we had great participation at the Great Race in Gettysburg, PA. Thank you Tom Dawson for working so hard to get the Chesapeake Region involved in the fun. During the event, we signed up 22 new National members and 4 new members to Chesapeake Region- welcome all to the club! Our region put together 250 snack bags filled with treats for both the navigator and driver competitors, they were very appreciative. Enjoy the wonderful photos courtesy of our members from the event. Thank you to all who were involved with donations and putting together the bags and I would like to personally thank all who came out and did a great job in making this event one to remember.

On a different note, we have received our audit of our treasury for 2023 from Richard Boyd and good news, we have a perfect audit! A check in the amount of \$200.00 was sent to Richard for services rendered.

Please be thinking about our next big event, the bus trip to the NB Center in Allentown, PA on Thursday, August 8th. If you wish to attend, DO NOT wait to sign up. Please get your money in ASAP. A flyer for the event has been previously sent out and is posted on our website - review it carefully and send your check to Tom Dawson.

I appreciate all the hard work our committees are doing to plan these fantastic events for the rest of the year. I hope to see everyone soon!

Paula Lynn Ruby



The Great Race



The Great Race



Our club members really came together to make the Great Race event a success. From the Board members stuffing the 250 goodie bags that we gave out to the individuals who came out to help park cars and direct the Race participants, we had great participation. The event was really unique and fun to be a part of. The participants were very appreciative of our goodie bags and we gained four new members to our Chesapeake club.

The Race this year started out in Kentucky and ended in Maine, a nine-day, 2,300-mile time, speed, distance rally that puts man (or woman) and machine to the ultimate endurance test. The Great Race is all about precision driving, and the team with the score that is closest to the Rally Master's pre-determined time wins the event and takes home \$50,000. This year, the winners were Howard and Doug Sharp, a father-and-son team from Fairport, New York. They drove a 1916 Hudson, which is fashioned after a Pikes Peak Hill Climb racer. Despite its age, the car is very reliable and gave the Sharps a scoring advantage, due to the "age factor" multiplier. Howard and Doug, who are now five-time Great Race Grand Champions.

Lost in the 50's Cruise-In Location Change

Lost in the 50's will now meet in the
Pasadena United Methodist Church Cruisin'
Lot at 61 Ritchie Highway, Pasadena, MD
21122 on Saturdays 4pm-9pm.

Chesapeake AACA Monthly Membership Meeting Minutes, July 8th, 2024

The monthly meeting of the Chesapeake Region of the AACRA (Club or CRAACA) was held on July 8, 2024, at The Divinity Lutheran Church in Towson, MD. There were 19 members in attendance.

Welcome: President, Paula Ruby—Paula called the meeting to order at 6:57 PM

Secretary's Report: Judy Dawson — There were no motions at the last Board Meeting that will not be covered during committee and officers' reports.

Treasurer's Report: Lyndie Vantine - In Lyndie's absence, Paula gave a detailed report of our finances. A motion to approve the report was made by: Henry Chaudron and seconded by: Mike Natale. The motion passed and the report will be held for audit.

Vice President's Report: Mark Stershic — The Stershics and the Dawsons will do a Practice Run for the Poker Run later this week. The contract with Mission BBQ is being prepared. The cost this year will be \$25/person, mostly to cover the cost of food and the \$100 cost of the Hall rental.

Membership/Facebook Report: Vicky Wilmer — In Vicky's absence, Paula reported our current membership stands at 354 members, with the addition of 4 new members. Welcome to Steven Donadio, George Farinholt, William Moore, and Louis and Theresa Yowell, all recruited at The Great Race Event in Gettysburg, PA. A motion to accept was made by Mark Stershic, seconded by Al Zimmermann, and was passed unanimously.

Activities Report: Tom Dawson— Tom reported on upcoming activities as outlined in the CHESAPEAKE REGION ACTIVITIES FOR 2024 chart enclosed in this month's copy of the Bulletin. A discussion of past and future events included:

1. The Fire Museum Show this past weekend was cancelled due to the high heat index. We discussed moving this show to May next year due to the heat and lack of shade at the venue.

2. Star Bright Farms — After a discussion with Helen Norman, Tom felt we would probably not repeat our participation in the future.

3. The Great Race — A 1916 Hudson won the Grand Prize. Our assistance and gift bags were appreciated, and a good time was had by all who attended.

4. Maryland Dealer's Auto Show — We had a small turn-out. Organizers are hoping to move the Show to the Timonium Fairgrounds next year. That would be far more convenient for many of our members.

5. Visitations to Assisted Living Facilities. Interest has been inconsistent. Tom needs a stronger commitment in the future before promising an event. 6. Bill Scott spoke on the VCAA's upcoming Show on July 28 th . Early registrants will get a free hot dog and drink! 7. The tour of the NB Center on August 8 th is sold out. Please contact Tom Dawson if interested, in case of any cancellations. The bus will cost \$20/person (non-refundable).

Technical Report: Phil Hack— Phil spoke of recent repair sessions and antique, radioactive spark plugs! He also reported on the many modifications he discovered on the Great Race vehicles.

Chief Judge Report: Henry Chaudron — Fire Museum Awards will have to be disassembled and re-assembled for next year's show.

Bulletin Report: Rachelle Bodvin — The Bulletin will go out as soon as tonight's minutes are included.

Website Report: Buzz Diehl — Absent. No Report. Paula reported that our last Facebook post was from last winter. Andrew and Todd Wilmer have always done a good job, but their new, busy lives, and living now far from our area suggests we need a new Facebook editor. Please contact Paula if interested!

Legislative Report: Mike Natale — No Report.

Director's Reports:

Gary Wilmer — Absent. No Report.

Tom Young — Absent. No Report

Historian Report: Chip Miller — No Report.

Social Committee Report: Judy Dawson — We are looking for new ideas for Social Events. Someone mentioned Toby's Dinner Theatre in Columbia.

Sunshine Report: Margaret Werneth — A sympathy card was sent to TW and Jeanette Scott after the passing of Jeanette's father, Michael Simms.

Old Business: None

New Business: None

Roundtable Discussion: It was suggested we plan a picnic to use up our unused hot dogs from the Fire Museum Show. We will discuss that at our next Board Meeting.

50/50 Raffle: Won by Judy Dawson for \$14.

The meeting was adjourned at 8:02.

Fondly,
Judy Dawson

Tech Talk...with Phil Hack

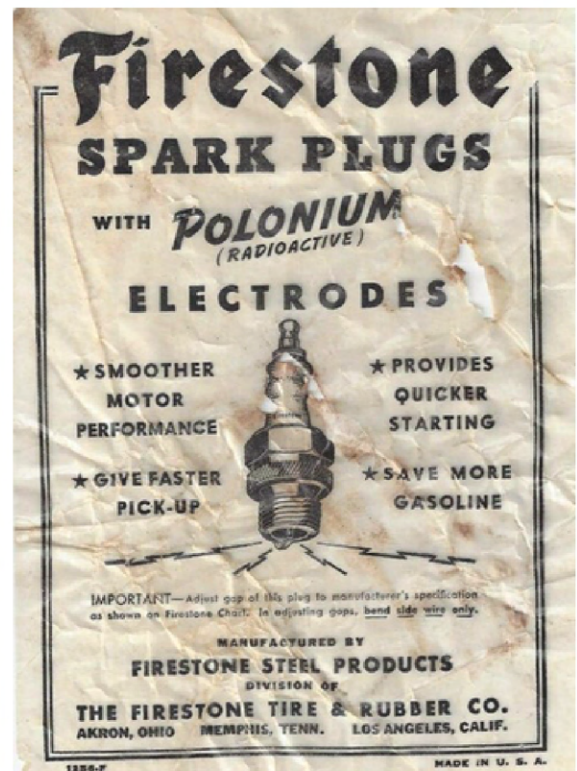
Tech Talk is Dedicated to Gary Ruby, Sr.

RADIOACTIVE SPARK PLUGS

The Great Race Event at Gettysburg this week was a hoot! Looking at all the fantastic rally cars and chatting with the drivers, navigators and mechanics I learned a lot of new things. I also learned about a very old thing: Radioactive Spark Plugs. Yes, that's right. I was chatting it up with the driver of a 1912 Haynes Speedster as he was making repairs. I noticed the 4 cylinder engine had two spark plugs per cylinder. They were quite large so I asked where he was able to purchase them. He replied he had purchased a whole bunch of NOS plugs years ago. He wasn't sure if they were radioactive or not. YES! Back in the 40's Firestone manufactured spark plugs with a small amount of polonium-210, a radioactive element. The polonium was incorporated into the electrodes that formed the spark-gap. Alpha particles emitted by the decay of the polonium would ionize the gas within the spark gap making it easier to ignite. Presumably this resulted in a longer and/or "fatter" spark. According to Firestone's advertising, the spark plugs resulted in a "smoother motor performance...faster pick-up...quicker starting...save more gasoline". The plugs were sold into the '50's. While there may have been some benefits, there seems to be little scientific data supporting the theory. Polonium-210 has a very short half-life of only 138 days, meaning the radiation is reduced by $\frac{1}{2}$ every few months. Therefore, whatever benefit there was, it was going to be pretty short lived. Were they dangerous? Honestly, I'm not sure. First, the amount of polonium used was very small. Second, the radiation emitting from a 70-year-old spark plug is probably negligible. That being said, I wouldn't carry one around in my pants pocket. For lots more information, Google it!



Phil Hack



New Table Covering



Poker Run – Save the Date

The much anticipated Poker Run will take place on Saturday, October 26, 2024. More information will be forthcoming in the next month so please mark your calendars so you don't miss out on this fun experience!!!

Maryland Registration Fees Increasing Report from Michael Natale

The Maryland Department of Motor Vehicles is raising the registration rates! For Historic Vehicles that are registered every 2 years, the rate is going up 78% to \$45.50/year. Vehicles that are over 60 years old, can still be registered once with one permanent tag fee. In 2025, a new series of vehicle types will be added for Electric Vehicles and they will be the hardest hit with a 249% increase over June 30, 2024 rates!

Spaghetti and Meatball Nests Recipe By Popular Demand from Judy Dawson

4 oz, thin spaghetti or angel hair.	Nonstick Cooking Spray.	2 large egg whites.	Salt
¼ cup + finely grated Parmesan.	¼ cup shredded mozzarella.	1 cup marinara sauce, warmed	
24 cooked store bought cocktail-size meatballs			

Directions: Cook pasta, drain and rinse. Heat oven to 400 degrees. Coat 24-cup mini muffin pans with nonstick spray. In medium bowl, whisk together egg whites and ¼ tsp salt. Toss with cooked spaghetti to coat, then fold in Parmesan and mozzarella. Place one heaping tablespoon of pasta mixture in each cup of muffin pan. Press pasta down in center and up sides to create nest. Bake until golden brown 12-15 minutes. Transfer nests to platter. Heat meatballs per package directions, then top each nest with a meatball and sprinkle with Parmesan and mozzarella.

Lincoln Tech Show



June 8th we had a nice group of members attend the Lincoln Tech Show. It was a beautiful day and a great time!



History of Drivers Education

The State College Area School District was the first in the nation to develop and implement a driver's education and automobile maintenance course. In conjunction with faculty members at Penn State and the borough, the premiere driving instruction class was held in spring 1935.

Amos E. Neyhart, a Penn State industrial engineering professor, propounded the original concept and curriculum of the class.

He decided it was time to begin teaching future drivers how to drive, and how to do it safely, after a drunk driver reportedly hit his parked car. In his mind, Neyhart believed

that the frequency of traffic related accidents was largely due to the fact that "at the present time (1943), the effort put forth in teaching new drivers is very small." He

began teaching safe behind-the-wheel practices to students at State College Area

High School in his own car, a 1929

Graham-Paige.



Maryland Auto Show Display



The weekend of June 14th Chesapeake Region had a great display within the Maryland Auto Show. This event is always appreciated by the spectators of the New Car Show. The appreciation for the classic automobiles is felt by all. Modern technologies are nice to have but they sure don't make vehicles like they used to!!

Sun Valley Car Display June 19, 2024

The residents enjoyed our attendance and we always look forward to hosting this display!



Region Activities 2024

Date	Day	Time	Event	Location
July 2024				
24-27	Wed - Sat	9-3	MECUM Collector Car Auction	Harrisburg, PA
26	Fri	12-?	Markets at Shrewsbury Cruise In	Shrewsbury, PA
28	Sun	10-3	VCCA All Vehicle Car Show	Reisterstown, MD
August 2024				
2-4	Fri- Sun	6am-10:30pm	Das Awkscht Fescht	Macungie, PA
8	Thurs	9am	NB Center Museum Tour	Allentown, PA
10	Sat	9:30am	VCCA 50th Anniversary Cruise	Starting at Blue Moon Farm, MD
12	Mon	7pm	Membership Meeting- Divinity Lutheran Church	Towson, MD
17	Sat	4-8	Harford Winery Show	Jarettsville, MD
21-24	Wed- Sat	8am	Corvette Carlisle	Carlisle, PA
23	Fri	3-?	Markets at Shrewsbury Cruise In	Shrewsbury, PA
24	Sat	11-3	Summer's Army Show for Childhood Cancer	Hanover, PA

The Tale of a Fox

Submitted by Don Ramsburg

In December of 1975, I was driving a '67 Volkswagen squareback that was getting tired. I already had the engine rebuilt once, at about 80,000 miles, when the pistons seemed to be swapping holes. Those air-cooled engines had some advantages, but longevity wasn't one of them. The car now had over 125,000 miles on it, and I was thinking about looking for another car. I had never owned a new car yet, but I had bought a new 1974 Toyota pickup truck in December of 1973. I decided to look at some new cars to see if anything was worth going into debt for.

Since I had owned a couple of Volkswagens, and had enjoyed the experience, I decided to look at some new Volkswagens. The beetles were now fuel-injected, but no longer had that amazing torsion bar suspension. The Rabbit and the Dasher were the latest introductions, and were liquid-cooled, front engine, and front wheel drive. I asked the dealership, on York Road near Timonium, if they had a demonstrator that I could drive. They had an ugly green Rabbit, with a four-speed manual transmission, that they used for a demonstrator.

Anne Marie and I got in the Rabbit, and I drove it north on York Road. I think the dealership had breathed pretty hard on the engine, because that little Rabbit was fast! This was also my first experience with a front wheel drive, and I was amazed at the agility of the car. At Belfast Road, I took the entrance to Interstate 83 to see how the car performed at highway speed. I wound it up to 70 mph in third gear, and I swear it spun the wheels when I shifted to fourth!

The Rabbit was an impressive car to drive, but certainly not to look at, and the interior was too small to carry my guitar case, or my rifle case, without folding down the back seat. Since I still had two kids at home, I decided to look a little more to see what else was available. A few miles away, in Towson, was an Audi/Porsche dealership, so Anne Marie and I stopped in to see the cars. On the showroom floor, was an Audi Fox 2-door sedan that was as pretty as a speckled pup. It was "Ice Blue", a very pale shade of metallic blue enamel. It looked very much like the Volkswagen Dasher, but with a lot more class. The salesman let me drive a demonstrator, but he sat in the front passenger seat, and Anne Marie was in the back seat. I drove down the Baltimore Beltway to Cromwell Bridge Road, and then to the Luskin's parking lot. When I got to a clear area, I punched the Audi to see what it would do. To my amazement, it was as snappy as the Rabbit I had tested! I drove back to the dealership thinking about how I might be able to afford an Audi Fox, and was pleasantly surprised when I was told the car was only about \$50 more than a Volkswagen Dasher. I ordered an Audi Fox 4-door sedan, in a dark metallic blue, for about \$6,000. There were no discounts on Audi cars at that time. Everybody paid list price!

I waited a few weeks, and the dealer called me to say that the car I ordered was not yet available, but he had a new Audi Fox 4-door sedan in Ice Blue, if I wanted it. Oh, yeah! I wanted it all right, so Anne Marie and I went to pick up the car. This was a brand new '76 Audi Fox, with a 4-speed manual transmission, wind-up windows, and no air conditioning. I probably had the only Audi in Maryland without air conditioning!

The Fox was a pleasure to drive. The engine was so smooth, I sometimes forgot to shift, and would find myself cruising at 70 mph in third gear. It had a 1,588cc engine, with a single overhead cam, and mechanical fuel injection. Even though the engine used a single overhead camshaft, there were no rocker arms. The Audi used a wedge combustion chamber with all the valves in line. The cam follower was a steel cup that fit over the end of the valve stem, and had shims added to adjust the valve clearance. This probably accounted for the high rpm available from that little four cylinder engine. The Audi fuel injection was continuous flow, meaning that the fuel sprayed on the intake valves continuously, vaporizing from the heat, and was sucked into the cylinders when the intake valves opened. The system was easy to maintain, easy to adjust, and efficient enough that no catalytic converter was required.

This engine had the pistons milled out to clear the valves, so if the rubber timing belt broke, the pistons would not bend the valves before the engine stopped spinning. This was a nice feature, but was probably responsible for the moderate compression ratio of 8.00 to 1. Of course, like the Rabbit, the Fox also had the agility of front wheel drive. Unlike the Rabbit, the engine was in line with the car, instead of transverse. The car was very throttle responsive because it only weighed 1900 pounds (Or, so the dealer said!).

In those days, the new car warranty was only 10,000 miles or one year, whichever occurred first. Every thing was fine until 12,000 miles, when the car started to run very poorly. I pulled the distributor cap off, and found a lot of metal dust inside the distributor. After removing the distributor from the car, I disassembled it, and found the weights on the centrifugal advance were scraping the walls of the distributor, and filling the inside with aluminum powder. How could the weights touch the distributor wall, I wondered? I found that the weights had worn part way through the pivot pins, allowing them to touch the wall. Go figure!

I went to the dealership, and bought a new distributor for \$200. After I installed the new distributor, the Fox ran like new again, so I thought the problem was solved. After another 12,000 miles, Anne Marie and I were heading down to Ocean City on US50. We were driving through Cambridge, when suddenly, the car started running poorly again. I pulled into a parking lot, and pulled off the distributor cap. Sure enough, the distributor was full of metal dust again! Fortunately, there was a junkyard in sight, and I was able to buy a used distributor from a Volkswagen Dasher for \$50. I installed the used distributor, and the car ran fine again. This time, I was getting irritated! Maryland didn't have a lemon law yet, but if it did, I would surely have used it. I went to see the Audi dealer, and demanded to know what the story was. He said they had no other cases like mine, and recommended that I talk to the Audi factory representative, who was scheduled to visit them in the near future. I agreed, and they said they would notify me when he was in town.

When I talked to the factory representative, he said he had never heard of a problem like mine, but he offered to buy me a new distributor. I grudgingly agreed, because I was sure I would need it. Sure enough, in another 12,000 miles, the problem occurred again, and again, and again! At that time, I was working with another engineer named Richard Malone. Rich was a good friend, and I often had lunch with him. One day, I was telling him about my problems with the Fox, and he offered a hypothesis. He said: "Maybe something is wrong with your oil pump, and the microphonic vibrations are traveling up the shaft to the distributor!" This had merit to me, because the distributor shaft mated with the oil pump shaft, and they were driven by the same gear. I bought a new oil pump and an oil pan gasket, and hired my next door neighbor, a retired auto mechanic, to replace the oil pump for me while I was at work. He did that, and when I would turn the shaft on the old oil pump, there was a noticeable click when it passed a certain position in its rotation. After that, I never had any more distributor problems, but the car had over 90,000 miles on it by then. This would surely have qualified as a lemon!

Another friend of mine at work had bought a used '76 Audi Fox 2-door sedan in Ice Blue. He said he bought it because he liked my car so much when I gave him a test drive. One night, he lent the car to his son, who proceeded to total the car. His car had a lot less miles on it than mine, so I bought the engine out of the wreck for \$200. By this time, I had about 180,000 miles on my car, and the valves in the engine were getting bad. The Audi engine had no cam bearings, so when the front cam bearing surface, in the aluminum head, would wear down from the tension of the timing belt, it would cause the valve clearances to get tighter, eventually burning the valves.

I decided to swap the engines myself, since I had plenty of past experience working on my old cars. This turned out to be pretty easy, and I was able to do it under the limb of an old maple tree next to my driveway. The '76 Fox was running fine again, but other things were starting to fail, like the exhaust system and shock absorbers. I drove the car until it had 225,000 miles on it, and then gave it to my son in 1992. He drove it another couple years before it died.

Lemon or not, the '76 Audi Fox was one of the best cars I have ever owned. It performed and handled like a sports car, and was getting 31 miles to a gallon of gas. Tough act to follow, but I replaced it with a new '92 Ford Taurus SHO (But that's another story!).



Elected and Appointed Officers for 2024

(Elected Positions Make up the Executive Board of the Club with full voting rights)

Position	Name	Email	Phone
President	Paula Ruby	paulaspackard@hotmail.com	410-627-1642
Vice-President	Mark Stershic	markstershic@gmail.com	410-371-6540
Secretary	Judy Dawson	jdgibson1920@gmail.com	410-812-2090
Treasurer	Lyndie Vantine	lynron1@earthlink.net	410-259-0184
Membership Chair	Vicky Wilmer	wilmervicky@gmail.com	443-340-7703
Director at Large	Thomas Young	tbirdtoms60@verizon.net	443-744-6338
Director at Large	Gary Wilmer	wilmervicky@gmail.com	443-340-7690
Activities Chairman	Thomas Dawson	tomdawson315@gmail.com	410-688-8358
Chief Judge	Henry Chaudron, Sr.	henrypoly61@gmail.com	443-520-8541

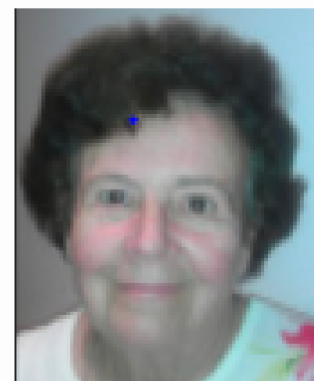
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SUNSHINE REPORT FROM MARGARET

I sent a sympathy card to JW and Jeanette Scott on the passing of Jeanette's father, Michael Simms.

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, Rachelle Bodvin at: chesapeakeeditor@gmail.com, telephone: 717-515-1042 by the 1st 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: 410.627-1642. If you have not received your copy of the Bulletin, please look to our website for your most recent and older copies.

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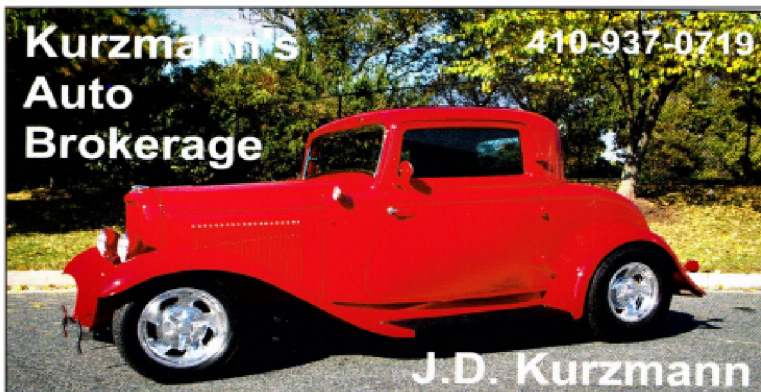
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