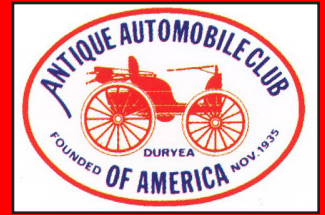


THE CHESAPEAKE BULLETIN



The Official Monthly Newsletter of
Chesapeake Region
Antique Automobile Club of America
Towson, Maryland USA
Volume 60 Number 7 July 2020



IT'S A SMALL WORLD AFTER ALL

"Hey Buzz, My Chevy Bel Air Was In That Night"

By Bill Wurzell, Editor
The Chesapeake Bulletin

After the May 2020 Chesapeake Bulletin came out with the lead story by Chesapeake Region Webmaster, Harold 'Buzz' Diehl, we heard from other members that had involvement with the movie, 'That Night.'

The members we heard from were Chesapeake Region Secretary, Tom Dawson and his wife Judy. Tom's 1960 Chevrolet Bel Air sedan was used in the movie as a police car. The movie production company painted the all black car to a typical black and white police car with a 'bubble gum' machine emergency light on the roof. This was not the only relationship the Dawson's had with the movie. Tom wrangled a commitment from the director, Craig Bolotin to have Tom's teenage daughter, 'Jayme' in the movie, for using his Chevy as a police car. The Director agreed.

Jayme was given a non-speaking role where she was at a train station with the principle actors and was to blow a bubble on cue. Lots of pressure, no doubt. Well, Jayme pulled it off perfectly...only to have her scene wind up on the cutting room floor. Lousy film editors, why can't they be more like me?

Tom's 1960 Chevy Bel Air sedan had more luck and was seen high-tailing it to the neighborhood where all the action took place.

'That Night' was a coming of age movie about a sweet, naive 10-year-old girl, on the cusp of puberty, 'Alice' who lives vicariously through the life of her 17-year-old neighbor, 'Cheryl O'Connor'. Cheryl is played perfectly by Juliet Lewis, daughter of the late actor, Geoffrey Lewis.

This film generated a lot of press from newspapers and local publications. It was also covered by local television stations. The production company seem to spare no expense in updating the Adana Road neighborhood in the Sudbrook section south of Pikesville. This neighborhood was a stand-in for a similiar neighborhood in Long Island, New York where the film plot was supposed to take place. Any way you slice it, it's cheaper to film in Baltimore than Long Island.

Buzz Diehl's childhood home was among the homes on the street where the principle filming took place. The filming was in

1991 and although Buzz lived elsewhere at the time, his mother still lived in the family residence. 'Dorothy' Diehl took lots and lots of pictures of the movie shoot in her neighborhood in 1991. Adana Road residents at the time cited some inconveniences, such as cars not permitted on the street during filming, and parking was sometimes difficult. Nearly all said the crew had been more than willing to address any problems. "They told me they would shuttle me to my car," **Dorothy Diehl** said. "They've been very accommodating."

'That Night' stars 10-year-old Eliza Dushku, as 'Alice', a Massachusetts resident who had no previous movie acting experience. Among the other lead

Continue to page 3, 'That Night'...



Tom Dawson poses with his 1960 Bel Air sedan would be police car for the movie, 'That Night.' If Tom was in a police uniform, with a .38 Special revolver in a holster, he could play the part easily!



Michelle Miller stands next to her family's 1926 Brunn bodied sport Phaeton Lincoln with a 124 'B' type body. The trophy Michelle is holding was for vintage original Pre-1948 First Place at Jerry's Chevrolet (Baltimore) Fall Car Show in 2019. **See the story of the Miller's Lincoln on page 8.**--Chip Miller photo

Phil Hack Does A Brake Overhaul On His 1963 Ford Thunderbird

By Phil Hack

Chesapeake Region Activity Director

From 35 years of working at BGE, I've had Personal Safety instilled in me and try to consider it with everything I do, including when speaking and writing. After all, without good health, we have nothing. I must admit though, I don't always heed my own advice. Here is one of those cases: The brakes on my 1963 Ford Thunderbird.

I've been having issues with the brakes on this car for several years. They were somewhat spongy, and I often experienced the odd problem of the pedal not returning after applying the brakes. The problem was severe enough that often the brakes would not release without me sticking my toe under the pedal and pulling it up. Last year I replaced the brake hoses and bled and adjusted and bled and adjusted until I finally corrected 80% of the sponginess. The sticking pedal issue was not resolved. I've driven the car very little the last couple years but never felt the brakes would actually fail. The sticking pedal was at worse, an annoyance. This proved wrong back in February.

I took the car out for a drive on one of those beautiful, sunny winter days. I was driving in the passing lane on I-95 when traffic suddenly and unexpectedly came to a halt. I had to hit the brakes hard...really hard. All four wheels locked up and I began skidding uncontrollably towards the stopped car in front of me. I immediately eased up on the brake pedal to allow the tires to grab pavement again. Didn't work. The wheels stayed locked and I continued to skid. Fortunately, I was able to pull the pedal up with my toe, releasing the brakes and ending the skid. I had just enough time to hit them hard again, skidding again, but stopping just short of the car in front of me. *Hey folks!* It's disappointing when your car won't go. It can be disastrous if it won't stop. If your brakes aren't working properly, fix 'em. Don't drive the car thinking it'll probably be okay.

After much head scratching, I figured the issue had to be within the master cylinder or power brake booster. If internal components are sticking in either one, it could cause the brakes to not release. Regardless, I decided to embark on a complete brake job including replacing all wheel cylinders, master cylinder, power brake booster, hydraulic lines and shoes. All this stuff is fifty-seven years old. No more taking chances.

The brake job turned into quite the ordeal. I'm not going to praise any one vendor over another or bash any either for less than stellar service. I'm only going to state what I've come across.

SOURCING PARTS...

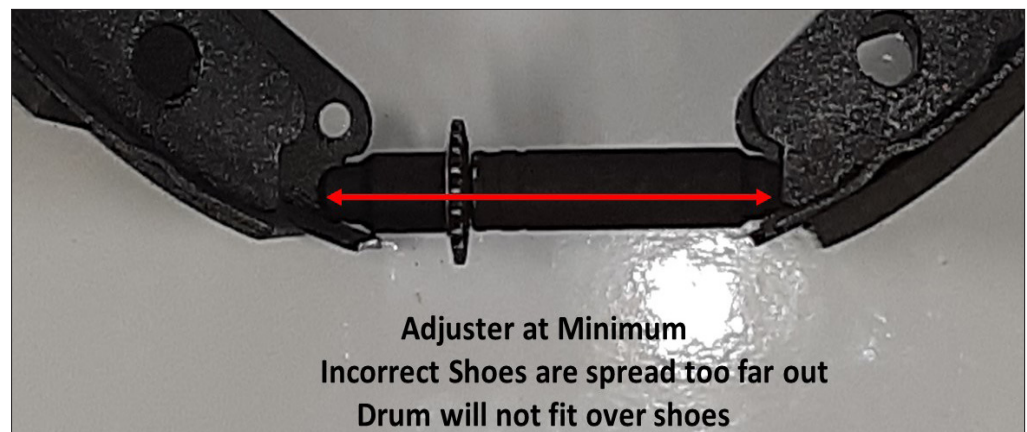
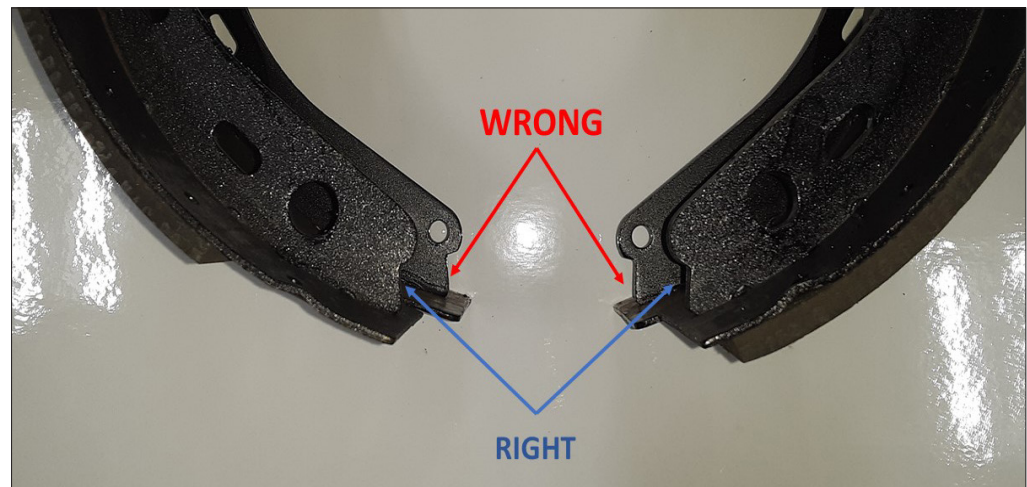
Sourcing parts for these old cars always seems to be an ordeal. I'm rarely completely satisfied with many parts I've purchased for this Bird, whether they've come from Thunderbird specialty shops or local parts stores. I

think this is a common problem throughout the old car hobby. Many replacement parts are of "lesser" quality than original NOS from the manufacturer and sometimes don't fit particularly well.

With that in mind I decided to send my booster and master cylinder to White Post Restorations down in Virginia. They perform high end, award winning restorations and specialize in restoring brake parts. They're not cheap, but they came highly recommended. It's about a 2 hour drive, so Shelly and I delivered the parts ourselves. It was well worth the drive. Fascinating facility and very friendly people. They gave us a full tour and then opened up my power brake booster right there in front

of me. The root cause of my sticking brakes was immediately obvious to them. The master cylinder was leaking fluid into the booster and damaged the diaphragm. They both were overdue for overhaul. The manager estimated a 3-week turnaround. One week later they were done. We decided to have them shipped back. They arrived a day later looking like new. I ordered a complete set of stainless brake lines from MAC's Thunderbird. I ordered rear brake shoes and all four wheel cylinders from my local NAPA dealer. They were in stock and relatively inexpensive. The pre-bent lines were very good requiring only minor bending and adjustments to fit. The shoes looked right so I

Continue to page 6, 'Brake Job'...



Continued from page 1, 'That Night'...

actors are C. Thomas Howell, as 'Rick', Cheryl's love interest whose credits include 'E.T.' and 'Red Dawn,' and Helen Shaver, as Cheryl's overprotective mother.

Mrs. O'Connor has plenty of reason to be over-protective. Trying to keep her teenage daughter, with raging hormones from her first real love was a difficult proposition. Due to the untimely death of her husband and Cheryl's loving father, she was raising Cheryl alone. 'Rick' would not be any parents first choice of a boyfriend for their 17-year-old daughter. He was employed at a bowling alley and drove around in a beat up 1951 Mercury convertible with very loud pipes. This was a constant annoyance to the neighbors, especially late in the evening when Rick would show up with his 'entourage' riding in separate vehicles, a 1950 Buick Sedanette and a 1954 Ford two-door station wagon. This group's bad behavior leads to a 'rumble' with the male residents of the block.

A funny subplot to the movie was all the kids in the neighborhood that were also interested in the relationship between Cheryl and Rick. Like Alice, they had yet to fully grasp the sexual relationship between the two. In one scene, a twelve year old boy says, "I think they're doing it," to which all the other boys and girls, sitting on the curb agreed including Alice...then she says, "doing what?"

The kids perception turned out to be correct and sweet, little Cheryl winds up pregnant. Apparently in 1961 this was a humiliating stigma and one that Mrs. O'Connor had a plan for. She would send Cheryl to a far off convent to give birth and then immediately put the baby up for adoption. When Alice learns of Cheryl's banishment, she hooks up with Rick to go and visit Cheryl. At the imposing iron gate of the convent, a pleasant but firm nun would not allow Alice in to visit Cheryl. However, when Cheryl found out that Alice and Rick were outside the convent, she had two cohorts pull little Alice onto the convent grounds under the bottom of the iron fence that was about a foot off the ground. Alice tells Cheryl that Rick wants to talk to her and she should meet him at a diner down the road from the convent.

Miraculously, Cheryl shows up at the diner and the meeting between her and Rick is bittersweet. Cheryl doesn't think they have much chance of a life together, that's pretty much where their relationship ends, even though Rick gave her a small jewelry box that was probably an engagement ring. Cheryl never opened the box. Just when you think they are done, they embrace and kiss outside the diner.

Apparently, Cheryl never returns to her home in Long Island. Seems like the director left it up to audience to decide what happened.

Rick puts Alice on a Trailways bus back to Long Island. She appears in the morning and walks up the lawn of her home and her mother runs out to warmly greet her, as does her father. **WHAT?** A ten year old girl goes missing for two days and there are no cops, no FBI, no all points bulletin, no BOLO? What an unrealistic ending. Nevertheless, 'That Night' is a very endearing film. You can view it online, just enter 'That Night' into your browser, the picture quality is not great, but it is watchable.

A. M. Herring: An American Inventor

By David A. Kolzow, Sr.

One of the most experienced inventors of the 1890s and early 1900s was Professor A. M. Herring, who flew a flying machine well before the turn of the century. He used steam, compressed air, and gasoline to power motorcycles, flying machines, and horseless carriages.

Acknowledged as one of the greatest inventors of his time by his peers, Professor Herring's story has remained silent for nearly a century. Really ahead of his time, Professor Herring worked on the construction of light motors needed in aerial locomotion (as it was put back then). St. Joseph, Michigan is where Professor Herring resided, is located across Lake Michigan from Chicago, where he could buy all the material needed for his inventions. St. Joseph had large sandy bluffs and sandy beaches to try them out on.

In 1897 Herring built a single-cylinder (Otto-type), air-cooled gasoline engine that was the forerunner of the modern motorcycle. It had a two-speed mechanism for changing gears. The engine and the axles of the wheels were enclosed in oil-tight cases, features that are found in nearly all motorcycles today. In addition, the engine of his motorcycles sat in the same position as today's motorcycles, as well as the hand and gasoline throttle to control the engine speed.

Herring tried several other types of motors on his early bikes. Compressed air was favored by several during this period. Herring placed a large air supply tank where the normal gas tank would be on the motorcycle. With upwards of 800 pounds per square inch of air compressed into the tank, the motorcycle would travel in and around most cities and towns. Herring's compressed air theory was also tried on large trucks used in shipping and transporting materials. The idea was that there would be several air stations in these cities for refills of compressed air. In place of gas stations, he had visions of air stations. Other inventors of the time agreed. The major thought for all of this is the same problem we have today--pollution! Only their pollution was from horse manure. The Professor also applied one of the most popular and proven types of power for his motorcycles--steam. Here again, the biggest problem was that of water and fuel to run the machine. Weight, size, and heat generated between the driver's legs were also a problem. Herring had been working on this since about 1890.

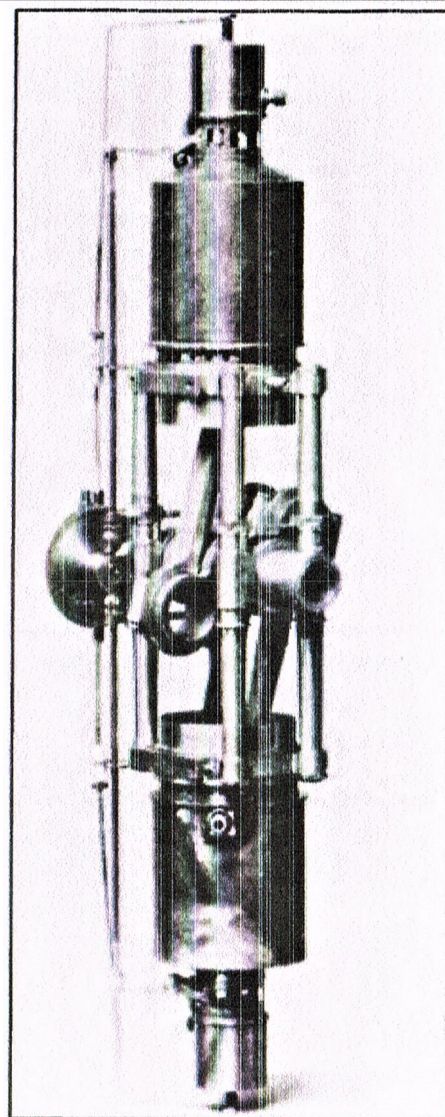
Of the steam engines Herring built, one rated at 6 hp and used in both motorcycles and airplanes was of great interest. It had a 2-inch bore, a 3-inch stroke and worked at 251 pounds per square inch. It was fitted with ball bearings and ball bearing eccentric, which was made of tool steel, mostly tempered throughout, and ground to fit. The entire weight of this motor was but a mere **2.73 pounds!**

"Though my struggles with the problems have been long in the time consumed, much of them can be told in a few words," Herring said in 1899. I had always felt that the problems held no difficulty which engineering skill could not meet when I began work on it. Herring had a lot of faith in his work.

Professor Herring was more than just an inventor. He was modest and often gave credit to others for his success. Herring believed more than 100 years ago that man would be able not to just have a mechanical road vehicle to move the public around on the face of the earth, but also that man would fly in an 'aeriplane' as he called it, above the earth's surface.

Herring built several different types of aeriplanes before 1900, but, giving credit where it was due. He said that M. C. Arnot of Elmira, New York, had helped him. The construction of the present machine and the furthering of these experiments may have brought the world within sight of a practical solution of a 2,000 year old problem." Herring was quoted

Continue to page 9, 'A. M. Herring'...



Professor A. M. Herring's Motor. From 'The Horseless Age', May 1897.

The President's Message

From Paula Ruby

Hello Chesapeake Members!

I hope this newsletter finds everyone doing well. As we approach the first day of summer, I know that everyone is looking forward to getting out of the house, driving their cars, and participating in outdoor activities.

First, some updates on what is open and what the current guidelines say regarding venturing out. The Markets at Shrewsbury will hold their first monthly cruise-in on June 26th I know a lot of you like to go to the market, so hope to see you there. I have talked to the Sunshine Grille management and they would love to have us come out for a day of gathering. The manager suggested that we order carry out and have lunch by our cars. They are still at limited seating inside. They do have some picnic tables outside in the parking lot. I have asked Phil to look at the calendar and come up with a date - maybe doing something on a Friday evening or a Sunday afternoon. Please let me know if you are interested. We will be posting something soon on the website, Facebook and sending out an email blast.



On a happy note, this year has been quite different for school students regarding graduations and proms. Chesapeake Region has the privilege of being able to support our student members that have achieved milestones in their life. Let me first congratulate Todd and Andrew Wilmer, who have graduated from Clemson University. It seems like they both have just started college, and now they are finished. Both Todd and Andrew have secured jobs in the beautiful south. I wish them both well in all of their future plans. Then we have another student member, Evan Strebl, grandson of Judy and Tom Dawson who has graduated from Hereford High School. Evan has been awarded a U. S. Marine Corps Semper Fidelis Award for Service and will be attending

Towson State University in the Fall. Congratulations Evan and I wish you well in your future plans.

Another student member that is moving forward is Elizabeth Bodvin, granddaughter of Paula and Gary Ruby and daughter of members Rachelle and Chris Bodvin. Elizabeth graduated from 8th grade at Emory H. Markle Intermediate School in Hanover, Pennsylvania. Elizabeth will be attending Southwest High School as a freshman in the fall. Best of luck Elizabeth in high school.

So, to all our student members, we wish you well and we hope that you will stay in touch with us, with your future plans.

I would like to ask all of our members to keep in your prayers Trip Franklin and his wife Linda and children. Trip is not doing very well, so he and his family need our support. Take a moment to write a note or send a card to Trip and Linda and express your concern.

In closing I encourage everyone to still practice social distancing. Keep your hands washed and your face mask handy. As soon as we are able to meet I will set something up. In the meantime take care of yourself and others.

Fondly,
Paula

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



PRINTRON
Copy & Print

Think Outside the "Big Box"

8906 Clement Ave • Parkville, Maryland 21234

410-668-7660

Email: printron@juno.com

Steven B. Morgan

Agent/Broker

Ridgebrook Insurance Group
909 Ridgebrook Road, Suite 116
Sparks, MD 21152

Auto, Home, Business, Life Insurance
443-595-3100 X131 800-218-0098
www.ridgebrookins.com

Pipe Creek Trading Company

Sales of antique and classic cars

Car Repairs

Appraisals

3559 Old Taneytown Rd.

Taneytown, Md 21787

Tel: 410-756-1500

Email: cars@verizon.net

Jack Anderson

-Certified Vehicle Appraiser-

Auto Appraisals MD, LLC

222 Ritterslea Court

Owings Mills, MD 21117

(410) 363.7088 (home office)
(410) 916.4278 (cell phone)

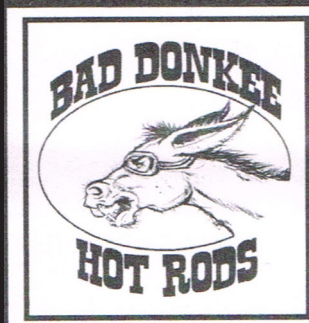
jack@autoappraisalsmd.com
www.autoappraisalsmd.com

Complete Restoration
of
Antique, Hot Rods
& Classic Vehicles

Howard Kelly, Jr.
717.630.0776

410.409.7384 Cell

jalopyjunior@comcast.net



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

www.alprueittandsons@verizon.net

Driving Passion for Excellence

ATTENTION

The date for the 65th Anniversary crab feast and river boat cruise has been moved forward from July 15 to Saturday, September 12, 2020.

If you cannot attend on this date, check with Paula Ruby for a refund. We will offer your reservation to other members and/or guests.

R - 7 Security Services, LLC

Richard A. McCauley
CEO

3412 Orange Grove Court
Ellicott City, Maryland 21043
443-904-3326
r7a1m5@aol.com



Continued from page 2, 'Brake job'...

immediately returned my old ones to NAPA and collected the core charge. **BIG MISTAKE!** The new shoes didn't fit correctly. With the automatic adjusters fully retracted, the shoes were expanded too much. The drums wouldn't fit over the brake lining.

First thing the next morning, I went back to NAPA to hopefully retrieve my cores so I could do a better comparison. Too late. They were gone!

I ordered a complete, new set for all four wheels from Pat Wilson's Thunderbird parts. These parts fit. Upon close examination, I found a difference where the adjuster meets the shoes which prevented them from fully retracting. *(Picture attached)*. NAPA happily accepted my return and refunded me.

With the rear brakes completed, I moved on to the front. In order to replace the wheel cylinders, the backing plates must first be removed from the spindle arm to provide access to the mounting bolts. Loosening those four bolts was brutal. An impact socket on a two foot breaker bar was required. Upon reinstalling the backing plate with the new wheel cylinder, I quickly realized these cylinders would not work. The original bleeders are 3/8" and are at a slight angle to the cylinder. The replacements were smaller (a very loose fitting 5/16" or 8 mm) and mounted perpendicular to the cylinder. The perpendicular mount interfered with the spindle arm and made it impossible to use a 6-point socket. An open-end wrench was too sloppy. There was simply no way to effectively loosen the bleeder valves. *(See pictures)*. So, I ordered new cylinders from Mac's. These turned out to be identical to NAPA's. The best choice would be to rebuild my original cylinders. Off to White Post Restorations they went.

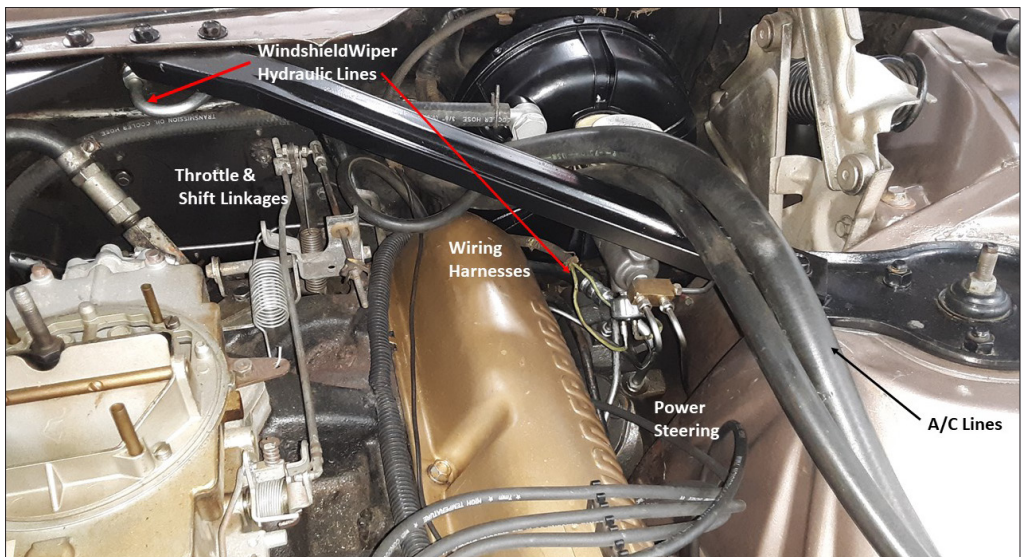
Two weeks later, the rebuilt front cylinders returned. I immediately installed them and the freshly turned brake drums. Finally, time to adjust and bleed the system. Starting with the right rear, Shelly and I worked our way around until we were finished with the left front, but still had no pedal. Returning to the right rear, I saw a fluid pouring from the drum and puddling on the floor! What the H&*%! I pulled the drum and found the brand new wheel cylinder from NAPA leaking. My new brake shoes were soaked in brake fluid so they had to be replaced...**AGAIN!**

I still had my original wheel cylinders, so I immediately made the decision to ship them to White Post for rebuilding. About two weeks later they were returned. So now I had all my original wheel cylinders, master cylinder and power booster rebuilt. I wasn't satisfied with the way the new rear brake shoes fit, so I purchased a new spring kit for the rears. The new springs were 1/8" shorter than the originals and would not stretch that extra bit, so the old springs went back on. The rears still don't fit exactly as they should. Tension on the adjuster springs is nowhere near what it was. I wish I

Continued to page 7, 'Brake overhaul'...



The brake overhaul was performed by Phil in his new home, garage, man cave.



The Thunderbird's engine bay with target components called out.



Because the bleeder screw is not angled as the original, it strikes the spindle arm.



In this photo, Phil is putting the finishing touches on the new power brake booster.

SIDEBAR*By Tom Dawson*

Speaking of movie cars, several years ago, Judy owned a 1955 Austin Healey 100-4 BN1. (She drove a '55 Austin Healey when we were dating.) We purchased the car from Mr. William King who was very active in the Sports Car Club of America, (SCCA.) The Austin Healey was set up for the track and equipped with a fuel cell, roll bar, three-point harnesses and decked out in proper racing livery.

If the car was safe and reliable enough for the track, we reasoned that it should be a nice, safe driver. We had the car delivered to Treasured Motor Cars, as suggested by Mr. King, as they were familiar with the car, to have it returned to street duty. A few years went by when we received a call from Geoffrey Griffith, owner of Treasured Motor Cars, who had been contacted by a casting company working for Barry Levinson. Levinson was filming the Baltimore based movie, 'Liberty Heights.' The film was set in the year 1955, in the, you guessed it, Liberty Heights section of town. They were specially looking for a 1955 Austin Healey as the 'hero' car. We met with one of the producers, over dinner to discuss how they were going to use the car, and to explain that it was a little tricky to drive. You see, the Austin Healey was left hand drive, but the shift pattern was still set up for right hand drive.

It was to be driven across a lawn by a stunt driver and crashed through a fence! Wait, WHAT? Not to worry. The original windshield will be replaced with Plexiglas, the original headlights removed, and replacements installed, the original grill taken out and replaced with an aftermarket piece, even the

chrome headlight surrounds were replaced with non-originals, all to be put back to the way it was. And, oh yeah, the fence was made from balsa wood! As it happened, after the 'accident', the director looked at the car and decided that it didn't look damaged enough, so he took a hammer and smashed the headlights! *Judy almost fainted!*

Levinson also decided that the color, beige with a red interior, wasn't spiffy enough, so off to the body shop it went. We gladly agreed to a Austin Healey blue and white paint scheme with a new matching blue interior with white piping. Didn't cost us a dime! By the way, they also painted my 1947 Chevrolet to be used as an extra parked on the street, but it was never even used. Talk about spending money like water!



Judy Dawson's 1955 Austin-Healey, 100-4 BN 1--'Hero car' in 'Liberty Heights.'

Continued from page 6, 'Brake overhaul'...

had those original brake shoes.

DESIGN:

On this car, the Ford engineers decided to funnel every possible hose and linkage through the area surrounding the master cylinder along with cross bracing that required removal. I had to deal with wiring harnesses, throttle linkage, transmission linkages, power steering hoses, windshield wiper hoses (hydraulic wiper motor), windshield washer hoses and A/C lines. The fuel and brake lines going to the rear were routed up inside the driver side rocker panels beneath the door. A minor smack on the driver's side will surely damage these lines. This design was obviously prior Ralph Nader's '*Unsafe At Any Speed*' hitting the bookshelves.

At the time of this writing, everything is finally back together and the car stops. Something is definitely different with the rear brakes and performance isn't exactly the way I'd like. Everything is adjusted and bled but the brake pedal still goes down pretty far before the brakes apply. I'll keep plugging and keep you posted.

CONCLUSIONS:

1. SAFETY FIRST AND ALWAYS: Most of us are very lucky to have relatively good health which enables us to enjoy our family, friends and hobbies. One short cut can end it all in a heartbeat. Should have stopped driving this car much earlier than I did and addressed the problem head-on. I was lucky this time. This applies to everything we do,

not just working on our collector cars.

2. PARTS SOURCING: Most of the specialized vendors we purchase parts from have our best interests at heart. They are in business to serve our needs supplying low volume parts for relatively rare vehicles. There are several reputable auto parts stores that now carry common parts for our old cars. All vendors are at the mercy of manufacturers. The fact remains, many of the newly manufactured parts just don't measure up to originals or NOS. On-line vendors provide fast delivery and often very competitive pricing. However, they don't understand your collector car, they provide no personalized service and they provide no economic benefits to your local community. My advice, whenever possible, seek out NOS rare parts or have your originals rebuilt by reputable shops. White Post for example, even replaces linings on your original brake shoes. There are many shops that will core worn out radiators. There are local shops that will rebuild your electrical components such as generators, alternators, starters and distributors. Use them! They are an important part of our community and they too have families to feed.

3. BRAKE FLUIDS: DOT 2, 3, 4 and 5.1 fluids are all glycol base and can safely be mixed. The primary difference is that the higher numbers have higher boiling points. DOT 5 is silicon based and cannot be mixed with any other type. DOT 5 should only be used in systems where is it recommended by the man-

ufacturer. It should NEVER be used in your collector cars. While DOT 5 does not absorb moisture, the fluid can deteriorate brake seals. White Post Restorations emphatically stated both verbally and in writing that silicon fluids should not be used and all warranties would be voided if this instruction was not strictly adhered to.

4. TOOLS: After having to repeatedly remove the brake shoes, I finally decided to purchase one of those special brake spring tools for about \$10. I should have bought one 50 years ago when I first started doing back-yard brake jobs on my dad's cars. What a difference it makes...and it's safer too. I also purchased a vacuum pump/gauge. These devices are supposed to allow you to bleed brakes without assistance. You connect the device to the bleeder valve, pump the trigger and create a vacuum. The vacuum will supposedly pull the air from the system. Didn't work at all. Not enough vacuum was created to pull the fluid and air. Also, if you have a leak, pulling a vacuum won't reveal it. I believe the best way to bleed brakes is to pressurize the system by pumping the brake pedal. This way the system is being operated in the manner it is designed. By the way, be sure to bench-bleed your new master cylinder before installing in the vehicle. It'll save you a lot of headaches later.

#

Chip & Michelle Miller's 1926 Lincoln With Body By Brunn

Chip and Michelle Miller have an award winning 1926 Brunn bodied sport Phaeton Lincoln with a 124 'B' type body. Roughly 324 were made with only about four remaining of this model.

Chip explains, my father purchased the Lincoln in 1968 from Hank Harper in Chicago, Illinois, and it arrived on a tractor trailer. Dad drove it to a meet in Pennsylvania but it struggled mechanically. The car is all original with the exception of the interior leather which was in such bad condition that it needed to be replaced to make it usable. Our good friend, Bud Sammis, reproduced the leather work and installed it.

With so many projects in the works the car got sidelined for many years. In the late 1970s dad and I decided to pull the motor out and pushed the car into a corner in the garage. The jugs were honed and we did the valves. Our machinist fitted new rings. The rod and crank were in good shape. We purchased a new timing chain from Egge. We then cleaned and reassembled the engine. Dad put in a high speed ring and pinion in the deferential.

In 1988 the engine went back in and again due to long working hours there was little time to work on it and sat for awhile again. After leasing our business, dad and I took some time to finish the car and enjoy it.

During the past year I did some extensive cleanup and detail, preserving the original features. The car has a total of 71,773 miles from the time it was made to now.

Michelle and I have recently started enjoying it. We have been getting her back on the road and have taken the car to a few shows with the hopes of taking the Lincoln to Hershey in the fall for HPOF.



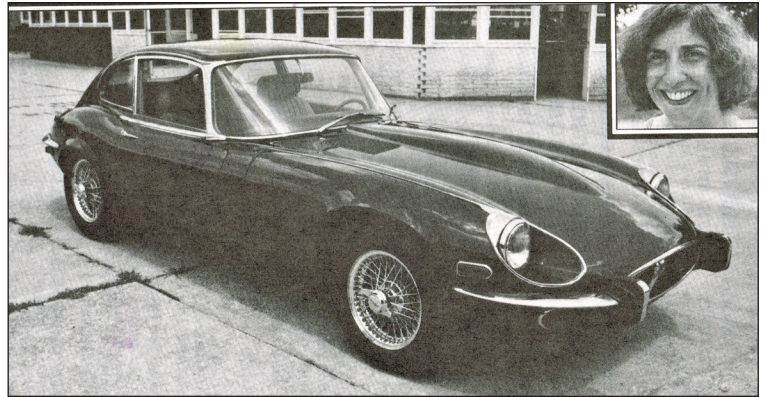
1926 Brunn bodied sport Phaeton Lincoln With a 124 be type body.



Chip taking a break in his workshop from a few years ago.

APRIL 1993

From Out Of The Past...



Gloria Lessig's 1973 Jaguar E-Type 2 + 2,--Willard J. Prentice photo

By Gloria Lessig
Chesapeake Region

My 1973 E-Type 2 + 2, V12, which I call 'Algernon,' was purchased in 1989, a one-owner car. Although it had high mileage the exterior was in very nice condition after a recent paintjob and restoration. This past winter and spring my husband Bill, installed a new interior in a biscuit color (rather than the original dark blue). The new interior brightens up the inside quite a bit.

We chose the 2 + 2 model because we wanted to be able to have our two children along with us on occasion such as car shows or Sunday drives in the country. The 2 + 2 was first introduced by Jaguar in 1966 to widen their market by making the E-type a more viable family car. In general it found favor everywhere, though some critics did refer to the body style as having the appearance of a 'Conestoga Wagon.'

In 1971 the final version of the E-type was introduced--the V12. The 2+2 was given some styling changes, as was the roadster, and this model was produced until 1975. The 5.3 litre engine is rated at 272 horsepower, and it is very smooth running due to its high torque.

The sound of a V12 is exhilarating beyond belief, especially at 4500 rpm when it 'kicks in' with the distinctive whine and feline-like scream as it accelerates! It had long been a dream of mine to own an E-Type Jag, so my affection for 'Algy' is paramount. Why the name 'Algernon'? It comes from a character in the Oscar Wilde play, 'The Importance of Being Ernest.' Algernon Montcrief is a dashing romantic rogue of an English aristocrat, which is how I see the personification of the Jaguar E-Type.

Main Street USA...

By Myron Smith, Vice President
Regions, Western Division

I seem to be on an old movie and TV show theme. This time the obscure short-lived TV show called 'Window on Main Street' comes to mind. It starred Robert Young of 'Father Knows Best' and 'Marcus Welby MD' fame. I consider the Main Street cars, mostly 4-doors, not all shiny and new and many with blackwall tires. I call it 'True Americana.' Or, a window of Main Streets past. Sure, there is a 2-door hardtop here and there and once in a while a convertible, but the real foundation of the past was the dependable 2-door or 4-door sedan. Almost every family had one. I joined and have become active in AACA because I enjoy the variety.



While Chevrolets will always be close to my heart, they aren't the only brand that I can appreciate. A lot of the hobbyists want what they couldn't have from their youth, and that's okay. Personally, I like to see what at one time was common. I can even appreciate a vintage early minivan as they too are a part of our past.

Dear Members:

The schedule below is what we are able to confirm prior to press time. Some of these dates and times may change without notice. Be sure to check that the event you are concerned about is going to take place and at what time, above all stay safe.

Phil Hack, Activity Director
Chesapeake Region, AACA

DATE	DAY	TIME	EVENT	LOCATION
JULY				
10-12	Fri-Sun	Daily	Carlisle Chrysler Nationals	Carlisle, PA
11	Sat	11-2	Fire Museum of Maryland Car Show	Lutherville, MD
AUGUST				
31-2	Fri-Sun	Daily	Carlisle Ford Nationals	Carlisle, PA
7-9	Fri-Sun		Carlisle Truck Nationals	Carlisle, PA
12-15	Wed-Sat	Daily	AACA Eastern Divisional Tour	Eastern Shore, Maryland
14-16	Fri-Sat	Daily	Carlisle Import & Performance Nationals	Carlisle, PA
21-22	Fri-Sat	Daily	AACA Grand National	Allentown, PA
22	Sat	8-5	Jalopyrama Hot Rod Show	Talbot Cty Comm Ctr Easton
23	Sun	10-2	Museum of Industry Collector Car Show	Baltimore, MD
27-30	Thu-Sun	Daily	Corvettes at Carlisle	Carlisle, PA
SEPTEMBER				
12	Sat	8 am-?	CRAACA 65th Anniversary Crab Feast	Suicide Bridge, Restaurant Hurlock, MD
OCTOBER				
30-4	Wed-Sun	Daily	Fall Carlisle	Carlisle, PA
10	Sat	Daily	AACA Eastern Fall Meet	Hershey, PA

**AS YOU CAN SEE ABOVE
 THE 2020 MARYLAND FIRE MUSEUM
 CAR SHOW IS STILL SCHEDULED**

Saturday, July 11, 2020

11:00 am until 2:00 pm

Fire Museum of Maryland

1301 York Road; Lutherville, MD 21093

Continued from page 3, 'A. M. Herring'...

as saying in May 1899 after his successful aeroplane flight off the sand bluffs near St. Joseph, Michigan.

Professor Herring's self-propelled flying machine was very similar to the Wright Brother's flying machine of 1903. He used the same compressed air motor that he used on his motorcycles. The use of twin propellers raised the craft 3 or 4 feet above the ground and into a 25-mile per hour wind off Lake Michigan. It traveled 60 feet. Herring has been credited as the first man to fly a motor machine to successfully carry an operator in free flight. There are photos of Herring's flight using a gasoline engine with a 3" x 3" stroke and bore that had an automatic timing lead to the igniter that produced speeds of up to 2200 rpm.

Herring was also one of the first to understand the importance of balancing engines. With speeds of over 2,000 rpm, these early engines would have torn themselves apart as soon as they started. Before the turn of the century, Herring ventured into building horseless carriages, but lack of financial backing by local banks, doomed his company before it could get started beyond the experimental stages. Professor A.M. Herring was an early forgotten pioneer of our past. Although Herring's 'aeroplanes', motorcycles, and horseless carriages were primitive, he had a dream, and that's something that should be embraced by all mankind, even today. *Reprinted from January-February 2000 edition of Antique Automobile Magazine.*



It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice to cancel, the Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors. The unknown restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of this magnitude.

We appreciate your understanding how difficult this decision was for the Executive Board to make. We know that some people will be upset by the decision and others will applaud. Either way, please know that the Hershey Region Executive Board has acted in what they believe are the best interests of the club. We ask for your continued support as we navigate these unprecedented times.

Refund information will be sent very soon in regards to all payments already received by the Hershey Region AACA.

Please know that we continue to explore ideas to benefit the hobby and we are working toward the possibility of still hosting our usual car show on Saturday in October. While this may not be doable, AACA and the Hershey Region along with other constituencies are working hard to make this possible. Please visit our website and social media as often as possible for the latest news.

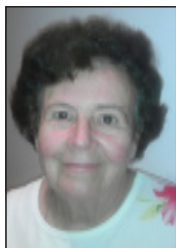
Hershey Region AACA

SUNSHINE REPORT:

By: Margaret Werneth

I sent a get well card to David Kelley and Trip Franklin. I sent a sympathy card to the family of Joseph Horst.

--Margaret



The Chesapeake Bulletin is published monthly and is the official newsletter of the Chesapeake Region AACA. Articles and comments are welcome and should be sent to the editor, Bill Wurzell at: 54desotosedan@gmail.com, telephone: 410.750.0056 by the 15th of the month for inclusion in the current month's edition. All ads must be submitted to Advertising Manager, Gary Ruby at: rubys55chevy@comcast.net, telephone: 410.239.3492. If you have not received your copy of the Bulletin, contact the editor or any club officer. Event photos courtesy of Harold and Barb Diehl, Paula and Gary Ruby; Philip Hack, and Bill Wurzell; proofreaders: Harold Diehl and Lynn Horn. Photos are subject to Copyright ©.

Reprinting of articles and photos is permitted provided due credit is given to this publication, the author and photographer.

Elected & Appointed Officers For 2020

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

- President:** Paula Ruby
2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.627.1642 paulaspackard@hotmail.com
- Vice President:** Al Zimmermann
12887 Eagles View Road, Phoenix, MD 21131
H-410.560.0237, C-443.470.0637 zimmcol@comcast.net
- Secretary:** Thomas R. Dawson
1920 Gibson Road, White Hall, MD 21161 H-410.688.8358 (cell)
tomdawson315@gmail.com
- Treasurer:** Jack Treadwell
2034 Freeland Road, Freeland, MD 21053, H-410.925.7024,
jetreadwell@comcast.net
- Membership Chair:** Vicky Wilmer
52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7703
wilmervicky@gmail.com
- Director at Large:** Gary Wilmer
52 North Houcksville Road, Hampstead, MD 21074, C-443.340.7690,
wilmervicky@gmail.com
- Director at Large:** Tom Young
613 McHenry Road, Baltimore, MD 21208, H-410.653.3108,
tbirdtoms60@verizon.net
- Activities Chairman:** Philip Hack
1125 Greenway Road, Cockeysville, MD 21030
H-410.292.3656, Phack126@gmail.com

- Chief Judge:** Norman Heathcote
305 Gwynnbrook Avenue, Owings Mills, MD 21117
H-410.356.3459, cell: 410.227.2040, email: vvomllc@hotmail.com
- Technical Chairman:** Gary Ruby
2332 Mt. Ventus Road #1, Manchester, MD 21102-1128,
H-410.239.3492, C-410.299.3887, rubys55chevy@comcast.net
- Publicity & Website Administrator:** Harold 'Buzz' Diehl 6514 Maplewood Road, Baltimore, MD 21212, H-410.377.5265,
hdiehl60@hotmail.com
- Sunshine/AACA Reporter:** Margaret Werneth
9701 Oak Summit Avenue, Parkville, MD 21234,
H-410.668.3749, jfdesoto@aol.com
- Historian:** Walter E. 'Chip' Miller, 209 Cinder Road, Timonium, MD 21093, 443.681.0236 walteremiller@msn.com
- Chesapeake Region Bulletin Editor:** Bill Wurzell,
8801 Bosley Road, Suite 104, Ellicott City, MD 21043, H-410.750.0056
C-410.245.7164 54desotosedan@gmail.com
- Program Director:** Jackson L. Anderson, Jr., 222 Ritterslea Court
Owings Mills, MD 21117, 410.363.7088 chev565041@comcast.net
- Refreshments:** Nancy Mattheu, Coordinator 20600 York Road
Parkton, MD. 21120, H-410.357.8481--twirlingmemere@comcast.net

SOCIAL MEDIA

Like us on Facebook @ Chesapeake Region AACA

As of June 8, 2020 the following MDOT MVA branch of-fices will be open to customers by APPOINTMENT ONLY:

- Allegany (Cumberland/LaVale).....Frederick (Frederick)
- Anne Arundel (Glen Burnie).....Harford (Bel Air)
- Baltimore City (Reisterstown Road)..... Howard (Columbia)
- Baltimore County (Essex).....Montgomery (Gaithersburg and White Oak)
- Carroll (Westminster).....Prince George's (Largo)
- Cecil (Elkton).....St. Mary's (Loveville)
- Charles (Waldorf).....Talbot (Easton)
- Washington (Hagerstown).....Wicomico (Salisbury)

Vehicle Emissions stations remain closed, however customers can use one of the 24-hour VEIP self-serve kiosks in the meantime.

To make an appointment visit our Central Scheduling System.

Transactions that will be available for scheduling include:

- learner's permits
- commercial driving tests
- non-commercial driving tests,
- renewing driver's license and identification cards and
- title work.

AUGUST MEMBERSHIP MEETING ?

Watch our website for status in August

DIVINITY LUTHERAN CHURCH
1220 Providence Road
Towson, MD 21286

Approximately one mile north of I-695
on Providence Road in Towson

AACA LIBRARY & RESEARCH CENTER

Hershey, Pennsylvania



1948 Oldsmobile Woodie Wagon

--Photos courtesy of AACA
Antique Automobile Magazine



A 1962 Volkswagen
Bucket Truck with
outriggers.

RETURN TO EDITOR:
8801 Bosley Road, Suite 104
Ellicott City, MD 21043

OUR 65th YEAR!

First Class Postage



Like us on Facebook@Chesapeake Region AACA

Two award graphics are shown side-by-side within a red-bordered box. The left graphic depicts a computer monitor displaying the AACA logo, with a mouse to its right. Below it, the text reads "2018 Master Webmaster" and "www.chesapeakeaaca.org/". The right graphic shows a quill pen resting on a scroll with the AACA logo. Above it, the text reads "2019 Master Editor" and "AACA Publication".

J.C. TAYLOR ANTIQUE INSURANCE



1-888-ANTIQUE

JCTAYLOR.COM