

Many Interesting Vehicles at the Fire Museum of Maryland Car Show

By Jerry Gordon



The Club's traditional antique car show held on the weekend after the July 4th holiday at the Fire Museum of Maryland was a resounding success again this year. Following up on last year's near record number of participating vehicles, on July 12th we had twenty-seven vehicles parked around the entrance, nineteen of which weren't at the show last year.

The Fire Museum was shut down this last winter for interior renovations, revamping of displays, and for upgrades of the electrical service and the HVAC systems. Part of the draw for members was that they wanted to come out and see the changes. Plus it was a fairly nice day for driving an antique car to a local show.

The Fire Museum has 46 pieces of fire equipment on display ranging from early 19th century pumpers, to steam powered late 19th century equipment, to many pieces from the first half of the 20th century including American-LaFrance, Seagraves, Mack, and Ahrens-Fox equipment. There are also fire engines and fire support units built on Ford Model T, Dodge, and Stutz chassis.

Other items of interest include a display about the Great Baltimore Fire of 1904, lots of fire gear, fire dispatch systems, and a children's play area that includes a fire engine that the kids can sit in and pretend to drive. For more info about the Fire Museum check out their website: www.firemuseummd.org/.



Hank Reus, Jr. has been part of the hobby since he was six years old, when he started attending car shows with his dad, who was member of the Chesapeake Region in the 1970s. Hank Sr. had a 1938 Studebaker and Buicks. Last year Hank Jr. acquired his first antique car, an impressive 1929 Nash Ambassador sedan. It's powered by a big six cylinder engine with Twin-

Ignition (two spark plugs per cylinder), the first year of a Nash feature that lasted through the 1940 models.

Hank Jr. found the well-restored car by networking through the national Nash club. He is working on several upgrades to the car. And in the family tradition, Hank Jr. is introducing his four-year old son to the hobby. Hank Sr. currently has '31 and '33 Auburns, both fine restorations.

One of the most interesting cars at the Fire Museum show was Morton Bullock's 1934 Hispano-Suiza K6 cabriolet. This full-classic automobile is fitted with a coach built body by Fernandez & Darrin of Paris. During the K6 run period from '34 through '37, of the 208 built only four were cabriolets. Mort acquired the car about five years ago from England, where it had been since new. In 2004 Mort was invited to the Pebble Beach Concours d'Elegance with the '34 Hispano-Suiza as part of a ten car display in recognition of the 100th Anniversary of the marque.

Mort's interest in luxury cars started when he was a child and noticed stylish, big, powerful cars like Pierce Arrow and Packard. The family car at the time was a Buick two-door coach. When he asked his dad why they didn't have a luxury car his dad replied that the Buick "will get you to where you're going and home."

But Mort's interest in luxury cars persisted and in 1965 he was looking for something to collect. His pursuit took him to a Rolls Royce dealer in Manhattan who just happened to have a 1928 Hispano-Suiza four door cabriolet for sale. It had a Hibbard & Darrin body (the predecessor to Fernandez). Mort was hooked by the exotic appearance of the marque. Over time he upgraded the car to the point that it took the top prize in the Hispano-Suiza Society annual meeting.

Currently Mort owns several other luxury cars: 1929 Isotta Franchini, 1930

Pierce Arrow, 1932 Packard and 1934 Rolls Royce.

If you like Jaguars (and who doesn't?) Henry Ver Valen's 1960 Jaguar XK 150S is a fine example. Henry has three other Jaguars: a 1953 XK 120, 1957 XK 140, and a 1967 E Type.

Henry's interest in sports cars started while he was in college and attended races at Watkins Glen. His first was an MGTD and then an Austin Healy 100-4. Over time he has owned and raced several competition cars and antiques. He enjoys working on all his cars.

For those of us who like something a little different, without a doubt, the most unusual vehicle was T.W. Scott's 1953 International COE car hauler, which is painted deep red. T.W. purchased the truck in Florida. He drove it home to Maryland and along the way he heard truckers on his CB radio calling it the "big red tomato", hence the vanity plate TOWMATR.

The Fire Museum's Berto Ramsey had a difficult choice to make. He decided that Dave Benson's 1937 Cord was worthy of the Sponsor's Choice award.

Participating in the Fire Museum show besides those already mentioned were: Ray Adler, 1972 Volvo; Read Van Zile & Joanne Day, 1963 Thunderbird; Buzz Diehl, 1966 Pontiac; Jerry Gordon, 1964 Lincoln; Ginny & Paul Habicht, 1959 Cadillac; Richard Hiob, 1939 Buick; Lynn & John Horn, 1953 Hudson; John Krupinsky, 1940 Ford; Dave Schmidt & Bob Lenio, 1959 DeSoto; Ed McDaniel, 1951 Chevrolet; Walt Meyers, 1930 DeSoto; Randy Moss, 1966 Mustang; Beth Muscedere, 1916 Ford Model T; Elsie & Norman Reese, 1963 Chevrolet; Don Rhine, 1940 Buick; Mike Salisbury, 1966 Mustang; Ted Schneider, 1983 Oldsmobile; Julie Siegrist, 1952 Oldsmobile; Ron Siegrist, 1966 Oldsmobile; Pat Wenderoth, 1928 Studebaker; Andrew, Todd, Vicky & Gary Wilmer, 1950 Mercury; and Margaret & Francis Werneth.

Cars & Trucks At The



Car Show



1935 Stutz Pumper inside the Museum



Jerry Gordon playing fireman



Todd & Andrew Wilmer playing fireman



Mort Bullock's 1934 Hispano-Suiza K6



Hispano-Suiza rear view



Hank Reus, Jr.'s 1929 Nash Ambassador



T.W. Scott's 1953 International car hauler



Room to haul a couple of cars



Henry Ver Valen's 1960 Jaguar XK 150S



Bob Lenio's 1959 DeSoto



Dave Benson with Sponsor's Choice



Dave's 1937 Cord model 812 phaeton