

THE CHESAPEAKE BULLETIN

Volume 49 - Number 11

November 2009

Visit our website: www.aaca.org/chesapeake

Published monthly by the
Chesapeake Region of the Antique Automobile Club of America



Hershey 2009 Fall Meet - Behind the Wheel of a Classic

By Jerry Gordon & Tom Young

Photos by Tom Kenney & Bruce Knott

The first full week of October features the antique vehicle event that we all put on our personal calendar every year – Hershey. This year it was October 7th to 10th. It's more than the largest judged car show or a big flea market – it's the annual gathering of antique car enthusiasts from all around the country, and other countries as well. It's the Hershey experience, and it keeps us coming back year after year.

At the Saturday car show, there's always a constant flow of spectators and exhibitors walking the old golf course looking and stopping to ask questions, or meeting an old friend that they hadn't seen in a while. It's a unique antique vehicle event.

And wet weather usually doesn't stop Hershey, but can slow it down a little bit. This year. It was sunny, cloudy, warm, cool, wet, and dry. All you had to do is wait for the next weather change.

For Chesapeake Region members the Saturday car show was a day of achievement for the Club and its members. Club members registered 46 vehicles for the show and received three First Junior and six Senior awards. The show results for our members' vehicles are listed on page 2.

Sometimes the Hershey experience can be either lucky or it can be unlucky with a bad outcome. This year, for one Chesapeake Region member it was almost a once-in-a-lifetime stroke of good luck. Jim Smith, who is John Young's son-in-law, attended

his second Hershey Fall Meet. During the Saturday car show, he decided that he needed to grab something to eat – maybe a hot dog. Jim had two bills left in his wallet, a \$20 and a \$5. On the way to the food stand he passed the AACA Museum Raffle tent and stopped to inquire if they were still selling tickets on the 2000 Plymouth Prowler. It was 1:30 and he thought that the raffle might be over. They told Jim that 2 PM was the ticket sale cutoff, so he figured that a \$20 raffle ticket would still leave him \$5 for a hot dog.

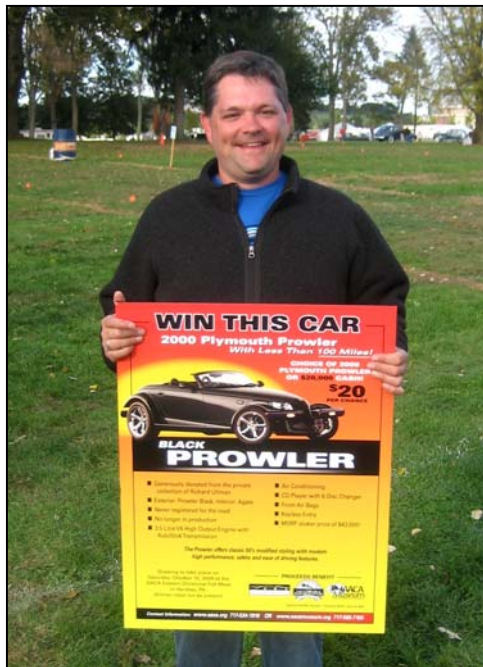
The drawing winner was announced a little later over the PA system. They had a Jim Smith from Missouri as the winner, so our Jim didn't pay much attention to the announcement. When no one came to the tent, AACA called the phone number on the ticket, which reached his wife Christy at home, and she called John Young's cell at the show. Jim had to provide good identification to verify he was the correct Jim Smith. MD and MO in an address that is handwritten on a ticket can look the same.

The photo on the left was taken about an hour after Jim found out that he was the winner and he was still excited. Jim decided to take the Prowler rather than the \$20,000 cash alternative. He says that he has always liked the retro hot rod look and the uniqueness of the Prowler.

Jim is a new member of our Club, having joined in June. He has a 1975 Porsche 914 that he acquired by trading a hand-me-down Lincoln sedan. The '75 Porsche is a solid garage-kept car. He also has a 1974 Porsche 914 that he has had for several years, and it's in need of some restoration, including floor pans.

The bad luck story involves Scott Chaney and his dad Charles. They were on the way to Hershey on Saturday morning driving Scott's 1980 Chevrolet Malibu down Glen Rock Rd. to I-83. There was light rain, so the road was wet. Coming around a limited visibility curve they came upon a two-car accident just as an oncoming pickup was

Continued on the next page >>



Jim Smith, one of the Club's newest members, was the winner of the AACA Museum's 2000 Plymouth Prowler Raffle



These Classic Cars were on the show field – from the left: Royce Emerson's 1977 Cadillac; Paul Habicht's 1959 Cadillac; Henry Ver Valen's 1957 Jaguar; Randy Moss' 1973 Porsche; Alan Sandler's 1966 Buick; and Gary Wilmer's 1963 Chevrolet

2009 AACA Eastern Fall Meet – Show Results Chesapeake Region Members’ Vehicles

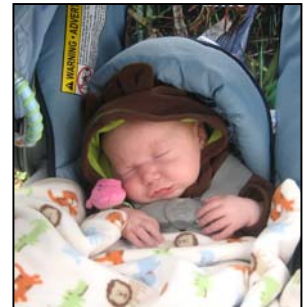
<u>Class</u>	<u>Name</u>	<u>Year/Make</u>	<u>Award</u>
20A	Robert Natale	1931 Nash	Second Junior
20B	John Watkins	1932 Buick	Second Junior
20E	Larry Butcher	1938 Lincoln	Repeat Preserv.
20F	Allan Weinstein	1941 Hupmobile	
21D	Donald Keller	1930 Ford	Second Junior
23	Dan Banks	1938 Datsun	
25A	Dave Benson	1955 Jaguar	
25A	Henry Ver Valen	1957 Jaguar	Second Junior
25A	George Hubbard	1959 Mercedes	Second Junior
25D	Randy Moss	1973 Porsche	First Junior
25E	Doug Ehmann	1984 Porsche	First Junior
26B	Tim Krewson	1948 Hudson	Third Junior
26B	Tom Yannuzzi	1949 Chrysler	
26B	Gil Seibel	1949 Packard	
26C	Wayne McDaniel	1951 Chevrolet	
27A	Jerry Ross	1954 Kaiser	
27C	Paul Habicht	1959 Cadillac	Repeat Preserv.
27D	John Gambo	1961 Metropolitan	Repeat Preserv.
27D	Jerry Gordon	1961 Cadillac	Repeat Preserv.
27D	Tom Young	1960 Thunderbird	Repeat Preserv.
27F	Roy Kidwell	1965 Plymouth	Repeat Preserv.
27G	Courtney Shenkle	1967 Buick	Senior
27K	Joe Luber	1975 Chevrolet	Senior
27L	Royce Emerson	1977 Cadillac	Repeat Preserv.
27O	Ted Schneider	1983 Oldsmobile	
28C	John Krupinsky	1939 Ford	Repeat Preserv.
30A	Dan Materazzi	1958 Corvette	Senior
30C	Pat Wenderoth	1969 Corvette	
33	Ed Allen, Sr.	1957 Chevrolet	Senior
36B	John Fischer	1967 Oldsmobile	
36B	Billy McKee	1968 Chevrolet	First Preserv.
36B	Gary Wilmer	1963 Chevrolet	Repeat Preserv.
36C	Ray Adler	1969 Dodge	Second Junior
36D	Martin Herman	1968 Shelby Mustang	First Junior
36D	Bob Johnson	1968 Shelby Mustang	Senior
36F	Eric O’Dell	1977 Pontiac	Repeat Preserv.
36H	Martin Herman	1970 Plymouth	Senior
DPC	Dave Phillips	1927 Franklin	Certified
DPC	Tom Young	1980 Plymouth	Certified
DPC	Scott Chaney	1980 Chevrolet	
DPC	Tom Kenney	1955 DeSoto	Repeat
DPC	Tommy Thompson	1973 Chevrolet	Repeat
DPC	Ferd Driver	1930 Ford	
HPOF	Walt Meyers	1953 Pontiac	Repeat Certif.
HPOF	Dave Phillips	1933 Franklin	
HPOF	Alan Sandler	1966 Buick	Repeat Certif.

Hershey – continued

attempting to get by the accident. To avoid a head-on collision, Scott had to take on the guard-rail, sliding on the wet road in the process. The Malibu sustained moderate damage to the bumper and grill area. Both Scott and his dad were OK, but the guard-rail got heavily damaged by the Chevy’s bumper system. Somewhat shaken by the incident, the Chaney’s returned home.

Scott missed getting his third DPC in an AACA National Meet. He is a full-time student at Clemson University in South Carolina, so taking the Malibu to a National Meet is a special event for him involving a lot of travel. Having an accident with the car is an extra dose of bad luck.

The Club’s very newest member, Clinton Lee O’Dell, attended his first AACA National Meet at the age of six weeks – accompanied by his mother Laura and dad Eric. The O’Dells had their 1977 Pontiac Trans Am, which is a Grand National Senior car, entered in Class 36F.



*Above: Clinton O’Dell is busy taking a nap while riding in his stroller pushed by his mom, Laura.
Below: the O’Dell’s 1977 Pontiac Trans Am*

Eric has always liked the Pontiac Trans Am and one of his favorite movies was *Smokey and the Bandit*. About twelve years ago he located his 1977 Trans Am in St. Louis. It was a good example of the second edition of these muscle cars. The car was a low mileage Special Edition (black paint and gold trim) Trans AM with the 400 CI, high output engine and four-speed transmission.

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Hershey – continued

Eric brought the car home to Maryland and was in business as the Bandit, without the high-speed chase scenes of the movie.

The O'Dells have a 1972 Trans Am that was slated to be at Hershey going for a First Junior, but there were some restoration setbacks so they had to substitute the '77, which is in the same class.

Two members who received a Senior Award on their cars were notified that they also were nominated by the National Awards Committee. These are the prestigious awards for the best-of-the-best that are awarded at the Annual Meeting in Philadelphia.

Ed Allen has already sent in the nomination package for his 1957 Chevrolet Bel Air convertible. This car sat in a shed for fifteen years and deteriorated to the point that the floors had to be redone. It took Ed about five years to completely restore the Chevy and he did most of the work himself except for the body and paint. The unusual blue combination is Harbor Blue on the body with the convertible top in Larkspur Blue.

Dan Materazzi, was the other National Award nominee. He had a daunting restoration project when he acquired his 1958 Corvette convertible. It had been stored in a warehouse in Florida from 1971 to 2004. The car had been recon-

figured into a racing car with a 1969 Camaro SS drive train. There were five Corvette engine configurations in 1958 and Dan was able to put together a correct 290 HP, solid lifter engine and a four-speed transmission. And it's fuel injected! The Camaro SS components were easy to sell because there's a market for a numbers matching setup.

As Dan describes the fiberglass body restoration, it also was a challenge due to a lot of old repairs that required panel replacements. Dan did most of the body, mechanical and interior work himself, and contracted out the paint and hardtop restoration. This '58 Vette is finished in metallic Silver Blue, with matching Silver coves



Row 1: Dan Materazzi's 1958 Corvette & Ed Allen's 1957 Chevrolet; Row 2: Dan Materazzi resting, John Gambo with 1961 Metropolitan, & Ed and Mary Allen; Row 3: Tom Young's 1960 Thunderbird & Tom Kenney's 1955 DeSoto

