

**BEAUTIFUL CARS IN A BEAUTIFUL VENUE**

## Hampton Mansion Show Great Success For All...But The Editor

By Bill Wurzell

As with many Chesapeake Region members, I was looking forward to the Hampton Mansion Show, May 2. The Hampton Mansion property is a National Historic Site and simply ideal for a car show or a 'Concurs d'Ellegance' event for that matter. Well, I did make the show, but unfortunately it was in my daily driver. I had my '54 DeSoto all ready to attend the show and I backed 'Delovely' out of the garage in plenty of time to arrive at the show, even allowing for a stop for fuel on Route 40. After carefully adding twenty bucks worth of fuel to her tank we exited Route 40 onto I-695 Northbound for Dulanelly Valley Road. I was tooling along the beltway up until the Security Boulevard exit, where I experienced a sudden loss of power...nothing, zilch. I was able to steer the car onto a tiny spit of asphalt between the extreme right lane of the Beltway and Security Boulevard exit. Vehicles were whizzing past on both sides of the car.

I tried to restart the car and it started, but ran for only a second or two, then died again. Drat! Suffice to say, I didn't say 'drat.' Very shortly a nice middle aged gentleman pulled in behind me driving a 1967 Pontiac GTO hardtop that had some 'go-fast' parts

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in the motor. He offered a couple suggestions which amounted to 'stating the obvious.' The only solution to this problem was a tow truck, preferably a 'rollback.' I got out my AAA membership card and called the number and explained I needed assistance. They said they would dispatch the closest truck and it should arrive within a half hour to forty-five minutes.

I was delighted when a late model Ford Super Duty rollback pulled in front of me within twenty minutes. After the fellow in the Pontiac left, I slowly drifted my car back to a guard rail leaving enough space in front for the truck. 'Andrew' from Star Towing in Glen Burnie could not have been more courteous, helpful and reassuring. He quickly had the car on the flatbed and lashed down tighter than a snare drum. He delivered the car and me to Vehicles For Change, Inc., in Halethorpe. I retired from 'VFC' in 2012 after ten years, this was after thirty plus years working in the printing industry.

Rick Sipes, a sales representative at VFC's retail division, 'Freedom Wheels' graciously drove me home to Ellicott City. I got into my daily driver and sped off to the Hampton Mansion venue. Upon arriving, I explained my plight and everyone was sorry to hear about my DeSoto's little hissy fit. Some folks already knew about it because they saw it being loaded and transported on the rollback while on their way to the Hampton Mansion show.

My good friend and Chesapeake Region Secretary, also Maryland DeSoto Owners' Club President, Jim Turner did not hesitate a nanosecond to lend assistance. Jim said, "Bill, I have a spare NOS fuel pump and you're welcome to use it if needed." I had suspected at the outset the problem was fuel line or fuel pump related. It was! While composing this article, the shop called and

explained the fuel pump pin came out and the arm fell off; they would use the replacement pump that Jim had graciously loaned me. The shop also replaced a couple sections of rubber hose and also installed a new in-line fuel filter on the carburetor. A couple lessons learned from this ordeal: I'm glad I have auto club roadside assistance and a wonderful friend named Jim Turner.

List of attendees: Tom & Anne Kenney, 1960 DeSoto; Ted & Barb Hulse, 1931 Ford coupe; Tom & Judy Dawson, 1965 Chevrolet Impala; John Durand, 1990 Buick Reatta, Beth Muscedere, 1916 Ford Model 'T'; Michael Natale, 1964 Corvair Corsa; Ruth Synodinos, 1947 Cadillac sedan; Dave & Thelma Johnson, 1956 Ford Thunderbird; John & Lynn Horn, 1953 Hudson Hornet; Dan & Zoe Denham, 1966 Ford Thunderbird; Read Van Zile & Joanne Day, 1963 Ford Thunderbird convertible (Ol' Gal); Jerry Wagner, 1958 Chevrolet Corvette; Robert Natale, 1931 Nash Victoria convertible; Jim Buckmier, 1969 MG 'C' roadster; Harold Hopewell, 1967 Buick Skylark Custom two-door hardtop; Jerry & Helen Gordon, 1961 Cadillac Sedan; Jim Turner, 1953 DeSoto Firedome 8 sedan; Mike & Cheryl Bianco, 1974 AMC Spirit. *Driving modern vehicles:* Larry & Sue Butcher, Dan & Terry Materazzi, Buzz Diehl, Bill Wurzell.

April 13, 2015

Dear Chesapeake Members:

A motion was placed on the floor and seconded and approved at the Membership meeting held on Monday, April 13, 2015 regarding a revision to the By-Laws.

This revision has been stated in order to complete our application for Non-Profit Status. This revision will be published in the bulletin for two months and then voted on by a 75% majority of the members in good standing at the next meeting after being published for two months.

The revision is hereby stated:

**Revision To Bylaws**

**Article 13: Dissolution Of The Organization**

- A. A motion for dissolution voted favorably by two-thirds of the elected officers would be presented to the membership at a general membership meeting, **or**
- B. Any currently paid-up member in good standing could make a motion for dissolution at a general membership meeting.

In either event said motion would be published in the club's bulletin for TWO consecutive months. After said publication the membership would vote on said motion at a general membership meeting.

A 75% majority of the members present at the general membership meeting would be required in order for the motion to be ratified.

In the event of a ratification of a Motion for Dissolution, the Board of Directors will sell the club's assets, pay all outstanding obligations (including any tax liabilities or tax filing obligations), and then distribute the remaining cash assets of the organization in equal shares to all adult members in good standing.