

**COMBINED FORTY-FIVE YEARS CAPTIVITY****Ron Siegrist Tops Everyone With A 'Two-Barn' Find 1948 Chevrolet Cabriolet**

*EDITOR'S NOTE: Member Ron Siegrist brings us another interesting account of a three and a half year restoration of a 1948 Chevrolet Cabriolet that has an interesting distinction.*

*By Ron Siegrist*

As antique auto enthusiasts, we have all heard and read many fabled 'barn stories.' Well, are you ready for another one? The novelty of this one is it's a 'two barn' story.

In November of 2003, I had just finished the second time around restoration of my 1952 Oldsmobile '98' convertible. This time we called it a 'reincarnation.' Additionally, I just completed spring maintenance on my other seven antique vehicles. Even more surprisingly, everything on my boat was, working properly, a truly miraculous situation.

So, there I was on the aft deck of my boat, 'The Carol-Sue.' A short while later, my friend Edwin, from three boats down, came aboard to visit. He started the conversation by saying that on several occasions, he noticed I drove antique cars to the yacht club. He wanted to know if I was into old cars. I confessed that I had the disease and was into it big time. He said he had an old Chevy in the barn, and a boy in his neighborhood offered him \$200. Ed offered he had no idea what the Chevy was worth and ask if I would come and appraise him of the approximate value.

A few days later, I drove to Ed's home in Hershey, Pennsylvania to look at the car. When the barn door was opened, there sat a 1948 Chevrolet Cabriolet. Ed hadn't mentioned his car was a convertible! The top material was in shreds, tires were flat, some wheels were sixteen inch and some were fifteen inch. There were small holes in the front fender, a huge

hole in the trunk floor. The radio antenna was laying in the ash tray; seats were ripped, the seat springs were shot, and there were lots of loose parts in the back seat footwell and trunk. Of course, it didn't run. It was a true model 451, and it was all there, even though some of it was loose and in boxes. I told Ed it was certainly worth more than \$200; I would go home and check my price guides.

As the evening wore on, my thoughts kept going back to the Cabriolet. After all, it was a convertible, and as the good Lord knows, I love convertibles! At present, eight of my ten antique vehicles are convertibles. So, I already have lots of cars; they're all finished and I can relax! I would be crazy at my age to get into another three or four year project.

*Call me crazy.:*

The next morning, I called Ed and offered him \$1500 for the Chevy. He was delighted and wanted me to get there with a check as soon as possible before I could change my mind. A few days later, I showed up with the check and a tow truck, loaded the car and parts and took all of it to my garage. The next morning I realized while I was 'caught up' in all this car stuff, my wife's birthday had arrived, and it was that very day! Of course, I hadn't thought her a birthday present; that's when a brilliant thought came to me.

to the garage and I took a big bow on the '48. What a great birthday present! Some thing every woman wants... a junk car! The best part, Julie can't drive a manual transmission so I'll always be driving the car.

It was time to start the restoration. I put on old clothes, opened the driver door and sat on the seat. My butt went nearly to the floor; while I was at that level, I stared straight ahead at the

odometer. *It read: 39,406.* I called Ed to see if he knew how many times it had been in 100,000 miles. The story was amazing.

The actual mileage was indeed 39,406. Ed's brother-in-law, Bob Beckle, was a close friend of the original buyer of the car. That gentleman used it very little and sold the Chevy to Bob when it was about 12 years old. Bob stored the Chevy in his barn where it sat for twenty-three years. The car was given a cheap repaint sometime during those years. After Bob's passing, my friend Ed got the car from Bob's estate and put it in his barn. It now sat in this, 'the second barn', for twenty-two more years. Each of these owners always 'planned' to restore the car, but hardly ever drove it. So, I ended up with a low mileage car. Since completing the restoration, I've driven the Cabriolet about 500 miles.

The Chevy was given a complete restore and it took 3 1/2 years. I disassembled the car and took it to a friend who is a professional restorer. He did the frame, body and paint work. He said that since I was his oldest customer, he would do my Chevy before some of his other projects. I suspect he was worried that I would 'shuffle off' before writing the check. During the six months the car was at his shop, all the chrome was replated and I polished all the stainless steel. I cleaned and repainted the body parts. When the Chevy came back from the shop, the entire car was assembled the entire car. The simulated wood graining on the dash and garnish mouldings was done by a professional, as was the convertible top. The entire interior was purchased from

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Chesapeake Region Members and nonaffiliated attendees at the B&O antique car show, June 28: John Shenton, 1949 Chrysler Windsor sedan; Tom & Anne Kenney, 1960 DeSoto Adventurer; Ron & Julie Siegrist, 1952 Oldsmobile '98' convertible; John Durand, 1990 Buick Reatta; Jerry Ross, 1954 Kaiser Manhattan sedan; Mary and Ed Allen, 1957 Chevrolet convertible; Buzz Diehl, 1990 Chevrolet Corvette; Jim Turner, 1953 DeSoto Firedome sedan; Tom Young, 1980 Plymouth Volare sport coupe; Pat Wenderoth, 1964 Lincoln four-door convertible; Bill Wurzell, 1954 DeSoto Firedome sedan. John Harding, 1957 Mercury 'commuter' two door wagon; Charles Comserva, 1966 Pontiac GTO coupe; Russ Baer, 1973 Alfa Romeo.

*EDITOR'S NOTE: if you're reading this and wondering why you missed this show it could be because it was not listed under activities in the June Chesapeake Bulletin. The June Bulletin was being composed in May. The month of May is when all the strife was occurring in Baltimore City. Toni Kenney contacted the B&O Museum officials as to whether this would impact our event. The B&O people felt it best not to promote the show, that's the reason it was withheld from the Bulletin.*

**AACA Officials Offer Advice To Restorers And Newsletter Editors**

*By Dr. Fred Young*

Are you restoring a vehicle? Do you have a vehicle that you need information about? Are you planning to buy a vehicle but are not sure about its authenticity?

Do you have a vehicle in mind as a future purchase, but need more specifics, engine(s) available, type of upholstery and other questions. Screen for junkers or clunkers?

In other words, are you a member of AACA? Of course, you are, and of course you need to know that the Library and Research Center although physically located in Hershey, Pennsylvania, is as close as your computer or any computer that you can get access to, maybe the computers available in your local library.

Take three easy steps to get on your way:

1. Go to [www.aacalibrary.org](http://www.aacalibrary.org) on your computer.
2. Click on the box for Search Our Online Catalog.
3. Click on the box for the Online Research Request Form. You're on your way to find out more about that special vehicle!

*By Wayne Burgess*

A cautionary message from the Publications Committee. The Committee has learned that some regions and chapters have been sending color copies of newsletters to the Newsletter Achievement Awards Program (NAAP) Committee members, but not to their members. We couldn't confirm this, so nothing was brought to the attention of club officers.

A few weeks ago, there was disagreement within regions and chapters that the club's newsletter was too costly. The monthly minutes of that club reflected what the editor said: "We only send mailed color copies of our newsletter to the NAAP Committee!" Entering NAAP should be fun and a source of pride for your region. Not playing by the rules is a poor example to set for other AACA members. We all realize that color printed newsletters can be expensive; please do not try to impress a committee, while not treating your members with respect. It could also be grounds for disqualification of your newsletter from NAAP consideration.

*EDITOR'S NOTE: I can honestly say this bit of trickery never occurred to me—Bill Wurzell*

TWO GUYS GRAB THREE MAJOR AWARDS

**Local DeSoto Owners Jack Gallagher And Willis Terret 'Clean Up' At The 2015 DeSoto National Meet July 14 to 19 In Kalamazoo, Michigan**

*By Bill Wunell, Editor*

The competition was stiff in all classes at the DeSoto National Meet July 14-19 at the beautiful Gilmore Car Museum, near Kalamazoo, Michigan. Competition was even tougher in class four that encompasses only two model years, 1955 and 1956.



*Bethesda resident, Jack Gallagher accepts 2nd place award in Class -1a, the DeSoto National Meet for his high-option 1956 DeSoto Sportsman two-door hardtop. Presenting are meet chairman Joe and Bobbi Youngblood.*



*Willis Terret accepts 3rd place award in Class -1 for his outstanding 1955 DeSoto Sportsman two-door hardtop. Presenting are meet chairman Joe and Bobbi Youngblood, Saturday July 19. Willis didn't know it, but there was another 'biggie' canting his 111ay.*

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Hampton Coach and installed by two friends and myself. The same two friends drove over 1000 miles to my house to help me out when I was slowed down by soft health issues. They did the brakes, exhaust system and the engine tuning. Weather stripping and rubber parts are new. The car is painted the color code shown on the firewall, 'Oxford Maroon Metallic.' The only deviation from original are radial tires at all four corners and spare.

The restoration was completed in early March of 2009, one day before the AACA National Winter Meet in Lakeland, Florida. Despite losing one point for a scratch in the paint on the radiator, and fifteen points for the radial tires; three points for each tire, she was able to receive her first Junior.

The cost of a new Chevrolet Cabriolet in 1948 was \$1750. This time around, it was a 'tad' more. In fact, I'm afraid to add it up. At any rate, it was a great experience and I'm still here to enjoy my beautiful 1948 Chevy Cabriolet.

As for my friends, they were great, they would do anything for me except write the checks!



*Surprise, surprise! A stunned Will Terret accepts the prestigious 'Peoples Choice Award' for his lovely 1955 DeSoto hardtop, during the awards banquet in Kalamazoo. Maryland DeSoto Owners Club will host the meet in 1016.*



*Ron and Julie Siegrist's 19-18 Chevrolet Cabriolet drop-top at an AACA judged event in Lakeland, Florida in 2009. This is the first show the car appeared since restoration was completed. The car was awarded its first junior!*



*...I ivery group of members of Maryland DeSoto Club Owners await their table call to the buffet. Seated clockwise from left, Anne Kenney (back to camera) Cheryl and Jack Gallagher; Bill Wurzell, Bob Lenio, Will Terrett and Jim Turner. Tom Kenney is taking the photo.*