



THE VALVE TAPPER MAY-JUNE 2011

DIRECTOR'S MESSAGE

In some way, I enjoy all our seasons, but I have to admit it is a great relief that the winter salt is finally off the roads so we can take the cars we *enjoy* driving out of hibernation!

Members Gary & Ginetta Schlee have arranged our Spring Tour to the Radio & Television Museum in Bowie, MD on **MAY 14, 2011** (see flyer on page 10). I have been there before and I guarantee you'll enjoy it. Please join us for this free event and lunch at Bowie's famous Rips Inn & Restaurant, and invite any friends or relatives who might enjoy it too. It is always more fun if you bring an old car, but better to drive modern than not at all.

Member Bob Wilhelm and I started early on the touring season, attending the VCCA "Cajun Country" Road Trip in Louisiana in March. We traveled the western part of the state along the Gulf Coast (we drove on the beach where the shells I collected won the "Most Eclectic" award, and there were no obvious signs of the BP oil spill). Visits to the only Tabasco sauce factory in the world (some thought the Tabasco ice cream was a little over the top, but Bob and I liked it), a small family accordion manufacturer with a remarkably talented grandson who was the star of the concert they put on for us, a spectacular nature preserve, a boat ride through a huge swamp looking for alligators (none came out – it was a little too cool), a restored plantation house, great Cajun cooking and characters, and the company of many old and new VCCA friends made this a memorable trip. The only mechanical issue in about 4,000 miles (I had my '66 Bel Air) was one afternoon when I heard a concert of squeaks, bangs and other noises from underneath. One of our mechanical gurus confirmed that at least one of the two universal joints needed replacement. I arrived at *AutoZone* three minutes before closing where the doors had already been locked, but after some banging and persuasion on my part, the staff was helpful in providing replacements *and* a list of recommended mechanics. Calling the list early the next morning, it turned out there was an old-fashioned gas station doing repairs next door. It was pretty much a one (mature) guy operation, but in between answering the phone and pumping gas, he had us back on the road so quickly we missed nothing on the tour. Never a good sign, the front u-joint had broken in two.

Don't forget that the special VCCA 50th Anniversary Meet celebrating the 100th birthday of Chevrolet will be in Flint, MI **July 17-23, 2011**. Your *Generator & Distributor* has registration details. I anticipate this will be an once-in-a-lifetime event not to be missed.

Please keep in mind that our annual Meadowood Show is **August 14, 2011**; members Dave Boyer, Bill Scott and Bob Wilhelm, along with our friends in the co-sponsoring Buick Club, have been busy preparing. You can help make it a success by being a trophy sponsor, selling 50/50 tickets, and spreading flyers around at other events you attend. Please contact any of us if you need 50/50 tickets or flyers, or can otherwise help.

As you receive this, Bob and I will be heading to the Texas Hill Country for another VCCA Southern Spring Tour in my '51 Chevy. Assuming no major mechanical issue, we'll be back in time to see you in Bowie on May 14! Best wishes, **Franklin Gage**

FROM THE DESK OF YOUR EDITOR



Some of the feedback you've provided suggests that members like getting *The Valve Tapper* via email. So those with email addresses are only receiving this issue electronically. All others will receive a paper copy.

The Meadowood Regional Park show flyer and registration form is included on page 11. This year, the show is being co-sponsored by the Free State Region and the Buick Owners of Maryland (BOOM). Our Executive Board felt that we needed a partner in order to continue the show, given the limited number of members available to prepare for and then actually operate it. So we will split the expenses and proceeds with BOOM. Before you forget, I encourage you to complete the application, write the check, and mail in both now.

On Saturday, May 14, Tour Master and Mistress Gary and Ginetta Schlee will lead us on a drive to the Radio & Television Museum in Bowie. This museum has a lot to offer, with a fabulous collection of vintage home TV and radio sets, and related memorabilia. You can listen to thousands of radio broadcasts and view hundreds of early television programs on original equipment. We'll also stop for lunch before arriving at the museum. A flyer with instructions for when and where to meet is included on page 10. So step back in time and join us on this tour!

On page 3, you'll find the continuation of a series on the restoration of my '55 Bel Air sport coupe. Also, on page 7, George Spicka has a great story on his low-mileage '69 Caprice sport sedan. In the next issue, we'll feature Joe Luber's story on his gorgeous '75 Caprice convertible, "Big Red." As Editor, I need YOUR stories and photographs about your vintage cars and trucks, even if you don't own them any longer. What about your first car? What about your first collector vehicle? Do you have a car or truck that you still regret selling or were happy to unload because it gave you such trouble and headaches? **Let's hear from you!!** Email or regular mail what you have and I'll get it into a future issue of *The Valve Tapper*.

2011—2012 Free State Region VCCA Officers	
Director: <i>Franklin Gage (703-869-8434; f.gage@hotmail.com)</i>	Assistant Director: <i>Open</i>
Treasurer and Membership Secretary: <i>Bill Scott (410-527-0953; wilomae@comcast.net)</i>	Recording Secretary: <i>Open</i>
Corresponding Secretary/Newsletter Editor: <i>Jack Anderson (410-363-7237; chev565041@comcast.net)</i>	Historian and Executive Board Member: <i>Dottie Miller (410-922-5971)</i>
Executive Board Members:	
<i>Dave Boyer (410-418-8915; dpboyer@verizon.net)</i>	<i>Charlie Lewis (410-663-1793)</i>
<i>Wayne McDaniel (410-525-0625)</i>	<i>Mike Natale (410-583-9171; mrynatale@verizon.net)</i>
<i>Bob Wilhelm (410-252-3975)</i>	
Area #10 Atlantic Central Director: <i>Ken Farley (540-248-0635; kkf163@ntelos.net)</i>	

FACTOIDS — WHAT DO YOU KNOW ABOUT CHEVROLETS??

- 1) *In what model year did Chevrolet first outsell Ford?*
 - 2) *In what model year did Chevrolet introduce an overhead valve V8 engine?*
 - 3) *True or false: the first Chevrolet 235 cubic inch six-cylinder engine was available with both a PowerGlide automatic transmission and a three-speed manual transmission?*
 - 4) *True or false: the first Chevrolet was model year 1911?*
 - 5) *When did Chevrolet last use wood framing in its passenger cars?*
 - 6) *True or false: the model name Bel Air was the top of the line Chevrolet series in 1950?*
 - 7) *Who was the Chief Engineer responsible for developing the Chevrolet small block V8 engine?*
 - 8) *In what model year did Chevrolets come equipped with hydraulic brakes?*
 - 9) *In what model year did Chevrolets come equipped with either a floor shift or a column shift?*
 - 10) *What does the abbreviation "COPO" stand for and why was it significant?*
- Email your answers to chev565041@comcast.net. The winner will be announced in the next issue.**



COMING ATTRACTIONS/EVENTS

Date	Show	Location	Contact Info
May 7	34 th Annual Steam Show – Fire Museum of Maryland	Lutherville, MD	410-321-7500
May 7	2 nd Annual Wheeling at the Highlands Car Show	Bel Air, MD	410-836-1415
May 7	Sollers Point Technical High School 2 nd Annual Car Show	Baltimore, MD	410-887-7078
May 7	Asbury Methodist Village 85 th Anniversary Car Show	Gaithersburg, MD	301-216-5210
May 14	Free State Region Spring Tour to Radio & Television Museum	Bowie, MD	410-461-9088 (Gary Schlee)
May 14	Helping Others 2 nd Annual Custom and Classic Car Show	Bowie, MD	410-741-1065
May 21	Armed Forces Day Celebration	Laurel, MD	240-593-0898
May 21	Ahrens-Fox Day – Fire Museum of Maryland	Lutherville, MD	410-321-7500
May 21	Auto Fest Car Show and Sway Meet	Dundalk, MD	443-322-4670
May 26	Downtown Elkton Classic Car Show	Elkton, MD	410-398-5076
May 28-29	Shane Evans Fallen Officers Scholarship Fund Car Show and Benefit	Eldersburg, MD	410-795-0737
May 29	Memorial Day Car Show – American Legion Post 195	Baltimore, MD	443-838-0948
June 4	22 nd Annual Orphan Car Tour	Jefferson, MD	540-374-1770
June 4	Sun Fest Car Show	Rising Sun, MD	410-929-CAR1
June 5	Hot Rods in Paradise Car & Motorcycle Show	Pasadena, MD	443-255-6690
June 11	Lincoln Tech Annual Car Show	Columbia, MD	410-290-7100
June 11	Mid-Atlantic Car Show – Cecil County Dragway	Cecil County, MD	302-544-0306
June 11	Cruising for Canines and Felines	Ridgely, MD	410-820-1600
June 12	Country Cruzin 2011	Taneytown, MD	443-824-0639
June 18	Father's Day Car Show – Security Square Mall	Windsor Mill, MD	410-591-7180
June 18	2 nd Annual Home Run Car Show	Frederick, MD	301-831-0154
June 18	Good Shepherd School Car Show	Perryville, MD	877-378-0525
June 23	Downtown Elkton Classic Car Show	Elkton, MD	877-378-0525
June 24-26	GM Nationals – Carlisle Fairgrounds	Carlisle, PA	717-243-7855
June 25-26	24 th Annual Mid-Atlantic Chevelle Show & Sway Meet – ACES Northeast	North East, MD	410-838-2286
June 25	1 st Annual Cockeysville Wal-Mart Car Show	Cockeysville, MD	443-562-6896
July 10	Vintage Car Lovers 21 st Annual Car Show	Brookeville, MD	410-560-0237
July 17-23	VCCA 50 th Anniversary Meet	Flint, MI	708-455-8222
August 14	Meadowood Regional Park Show – Free State Region VCCA and Buick Owners of Maryland	Lutherville, MD	410-360-8216
Sept 10	23 rd Annual All Chevy Show – Lincoln Technical Institute	Columbia, MD	301-266-1082

“LEMON-AID”: RESTORING A `55 CHEVROLET BEL AIR SPORT COUPE (PART 2)

Jack Anderson

“Restore: to put or bring back into a former or original state.” That partial definition is right out of my *Merriam Webster's Collegiate Dictionary*. Even though I never originally planned to “restore” my `55 Bel Air sport coupe, the fast tide of circumstances made it clear that a restoration was needed just to straighten out the car's many flaws. Oh sure, I had choices. I could have told the restorer and my friend, Bob Neuhard, just to improve it cosmetically so I could unload the car and cut my losses. But Bob doesn't work that way. Neither do I. Oh, and did I mention that Kathy, my loving wife, really likes the car, particularly its pastel yellow and ivory colors?

In the first installment of this series, I mentioned that Bob started calling and emailing me as soon as he began stripping the car in preparation for paint. The clearcoat covering the underlying Imron basecoat peeled off in sheets. Using a long board to sand the right quarter panel, a large chunk of body filler came off, revealing a

long-ago body shop repair in which the rear half of the panel was completely cut off, a donor section was butt-welded and brazed to what remained of the front half, and then the joint was filled with Bondo. But the biggest surprise was when Bob removed the A pillar and C pillar stainless steel moldings, and found that the roof had been replaced! Yes, these and other old, marginal repairs confirmed that our car had not led a charmed life.

I have photographs of Lemon-Aid from the early '90s in California, where it was purchased for \$3,000 and then shipped to Michigan. In these pre-restoration photos, the car looks weathered and pretty tired, and I even wonder if it was pulled out of a junk yard. Bob and I believe that the car was rolled onto its side many years ago because of the sectioned right quarter panel, the replaced roof, and the replaced right front fender. We also found filler in both doors and the left quarter panel, more evidence of slap-dash body shop repairs. Fortunately, the main body structure and the floors were extremely solid. Unlike an Eastern car, there was no rust in the fender eyebrows, the trunk, the tail pan, the wheelhouses, and the body supports. Only a small area of the right front floor pan, directly beneath the opening in the cowl for the radio antenna, needed to be sectioned in. Also, because the doors and left lower quarter panel had been dented, improperly repaired and then filled with Bondo, they too had some minor rust. The right outer rocker panel, possibly due to the roll-related damage, was slightly pushed up. Some body man from back in the day hammered it approximately into its original shape and used filler to replicate the contours. But as we stripped the car, you could immediately tell that it just wasn't right.

Even the replaced roof had its problems. There were rust pinholes on the left side near the rain gutter and a hole about half the size of a pinky finger near the left C pillar, all of which needed to be replaced with fresh metal. Both inner rocker panels had some very minor pinholes, probably due to moisture getting trapped between the metal and original undercoating.

As mentioned, my friend Bob is not a "half way" kind of guy. He believes in doing things right. So instead of patching the outer door skins, the inner rockers, the right outer rocker, and the lower left quarter, new panels were installed. Also, the entire right quarter panel was replaced. Fortunately, you can literally build a complete '55 Chevrolet sport coupe body with reproduction panels, so everything we needed was readily available.

What I've just described in the last couple of paragraphs was completed over a 14-month period, with me traveling 175 miles north to Bob's home in Hughesville, Pennsylvania, on the weekends (when both of us were available) to put in my share of sweat equity. In April 2009, after all of the major body repairs had been made, Bob asked what I wanted to do with the underside of the car. In the '90s, the amateur restorer from Michigan completely gutted the car, but kept the body on the frame. Heavy undercoating was applied to the floor pans and supports, and portions of the frame rails aft of the cowl and front suspension. While it didn't look bad, it was strictly "driver quality." So as Bob and I were looking at the body, which by now was quite straight with all of the fresh panels, he said, "It's only 16 bolts to take it off." I responded, "Funny you should mention that – I was thinking the exact same thing." And that's when this project took on a whole new focus because "take it off" meant disconnecting the main body structure from the frame, placing it on a rotisserie, and then completely restoring the chassis, front and rear suspension components, the drivetrain, and the underside of the car.

I still had to disconnect the steering box and shaft from the frame, which meant removing the steering column and steering wheel. I also had to remove the master cylinder, wiring harness, brake swing arm, underdash brace, defroster plenum, and anything else that wasn't previously taken off the car. (We kept these components on and in the car to make it easy to move around Bob's shop and outside when necessary. Plus, who knew when we started that we'd be at this point? It wasn't part of the original plan!)

So the following weekend, we began removing the eight bolts on each side (16 total) that secure the body to the frame. With the exception of one bolt at the rear of the trunk pan, which gave us a little bit of trouble, every other bolt was easily removed without aid of WD-40, a testimony to this being a West Coast car. To be safe, in advance of lifting the body, we bolted steel braces from both upper door hinges to the rear striker plate mounts to keep it rigid at the door openings and eliminate any possible torsional stress. By that Saturday afternoon, we had carefully raised the body high enough to place it on jack stands and then rolled the complete chassis, still containing the engine, transmission, and rear axle and differential assembly, out from underneath using wheel dollies. That was the first time that the body and frame were no longer connected since the car was assembled in Van Nuys, California in mid-June 1955! With the chassis out of the way, we then positioned Bob's home-made rotisserie rig, bolted it to the cowl mounts in the front and the trunk mounts in the rear, and then secured the long beam connecting the front and rear rotisserie sections together. It was an exciting moment. At the same

time, I realized that my car wasn't going home to Owings Mills anytime soon and that my original budget was no longer realistic. If any of you reading this saga have been down this road before, you know what I mean!

As you can see from the photos below, the project had morphed into something far removed from my original plan of just improving the car's appearance. We now had a full-scale body-off restoration on our hands. Fortunately, Bob knew what he was doing, having performed a body-off on his own award-winning '55 Chevrolet. A lot has happened in the two years since the body parted company from the frame, and I'll continue to describe what we've done and what remains before Lemon-Aid sees the road again. By the way, in the last installment of this story, I said I hoped the car would be finished in time for the Timonium Indoor Auto Show in December 2011. When I mentioned that to Bob several weeks ago, his look said "ain't gonna happen!"





(So much for "just a paint job" – I sure hope we can put this thing back together again!)

MAY-JUNE ANNIVERSARIES AND BIRTHDAYS

ANNIVERSARIES

Stewart and Anne Chandler: May 13, 2006 Barry and Susan Lanman: May 8, 1971
 Gary and Ginetta Schlee: May 28, 1972 Ernie and Lucille Screen: June 6, 1954



BIRTHDAYS

Ginny Boyer: May 18	Mary Brazezicki: June 11
Franklin Gage: May 29	Barbara Manwiller: June 4
Lester Manwiller: June 21	Susan Manwiller: March 26
Pete Medairy: May 18	Patty Medairy: May 27
Janis Miller: May 31	Betty Pullara: June 30
Ernie Screen: June 15	Steve Snyder: May 27
Heather Snyder: June 5	Bob Wilhelm: May 24
Edgar Zepp: June 27	

MY 1969 CAPRICE — A SURVIVOR COLLECTOR CAR

George Spicka

While I've been interested in cars since I was a little kid, I never thought I'd get into the hobby of showing a classic car. Growing up, I'd often use my weekly allowance to buy those Revell model car kits. My parents had a '56 Chevy Bel Air, and there was an uncle with a '57 Chevy, both now highly desirable collector cars. As a musician buddy of mine likes to quip, "Who'd a thunk it?!" My first car, which I bought in 1970, was a '58 Ford.

Though my career as a professional musician and composer made it difficult to pursue this interest as a serious hobby when I grew up, I would always admire these autos whenever I saw one. That all changed this past spring when, while visiting Schoolden's Garage in Catonsville, the shop that's worked on my vehicles over the years, I overheard the owner say to another customer as they walked around from the side of the building, "They don't make them like that anymore." My curiosity aroused, I followed them and beheld a 1969 Chevrolet Caprice Sports Sedan.

I was amazed at the condition of this 41 year old car. There were hardly any marks on its original Frost Green paint and the interior was even better. The sign on its windshield proclaimed it to be a genuine Survivor Car, with only 54,000 miles. The engine was a big-block 396 V8, but with an economical two-barrel carburetor, it was more fuel-efficient for its time. The story was that the previous and only owner, who resided in West Virginia, kept it in a garage. When he passed away, the family decided to sell it and my mechanic ended up with the car.

I noticed that its price had been reduced from \$12,000 to \$8,000. Later that day, while checking online, I learned that a Caprice of this vintage in good condition was going for upwards of \$15,000. Did I ever find a bargain! As I drove back home, I kept thinking about this beautiful, well-kept machine. After getting home, I realized that if I didn't purchase it and someone else did, I'd be kicking myself for a long, long time. So I drove back to the garage and put down a deposit. In less than a month, it was featured on WBAL-TV morning news.

Originally, the '69 Chevy Caprice sold new from \$3,294 to \$3,678 (how times have changed!). Approximately 166,000 were manufactured. The figure for the more popular '69 Chevy Impala was about 777,000 made, which included the high-performance Super Sport model. The price for new Impalas ran from \$2,911 to \$3,465. What's interesting is that the exteriors of the '69 Caprice and '69 Impala were almost identical. The main observable difference was the front turn signal lenses. The Caprice had clear lenses with amber bulbs while the Impala had amber lenses with clear bulbs.

As I became more active in the hobby, my amazement grew at how many people are into showing antique, classic, muscle, customized and modified cars, and how many events there are. For me, the first was the Towson Spring Festival. The following week it was a fund raising event for the Highlands School. Next week was a fund raiser for Herford High School. Then it was an event for a Fallen Officers Scholarship Fund. For the Towson Fourth of July Parade, I put "Tigger" from *Winnie the Pooh* up on the hood, and the kids loved it. "Look! Look! It's Tigger!" The Caprice always generates interest and comments, and one of the things that puzzles some people when they see it from a distance is that it looks to them like a four-door convertible.

Besides showing off the Caprice, one of the big pleasures I get is walking around, looking at and taking photos of the other vintage vehicles – beautiful restorations, fancy hot-rods, intimidating muscle cars, a wide assortment of cycles, and service and utilitarian cars and trucks. In fact, in spite of its near perfect original condition, I sometimes feel that my car gets drowned out by all the colorful paint, restored interiors, perfect chrome, shiny polish, and souped-up engines. However, for those in the know, my '69 Caprice is a jewel-in-disguise.

My first year in the hobby was essentially just getting my feet (tires?) wet. I used all of the collective experiences from attending events and talking to judge, to learn what's what, and how to best prepare and display my vehicle. The main work that had to be done was cleaning up the engine compartment. Most of the original paint had flaked off the valve covers, so I repainted them and the engine. I replaced the modern heater and radiator hoses with vintage ones, and replaced modern clamps with vintage "tower" units. Bolts and similar items were removed and had the rust ground off. Damaged or missing engine decals were replaced. I also touched up the radiator and installed a vintage battery.

The Antique Automobile Club of America (AACA) has a category for cars like mine, HPOF (Historic Preservation of Original Features). These are the “survivor” cars, the ones that still drive and proudly bear the “fingerprints” of their years. After receiving a HPOF award at the 2010 Hershey Fall Meet, it was written-up in the Chesapeake Region AACA newsletter. The biggest highlight of all this past year was being part of a group of AACA award winners on display at the 2011 Motor Trend International Auto Show in Baltimore, where my Caprice was placed right behind the \$8 million 2012 Corvette Concept Car!

For the future, I have my sights on the “Survivor Collector Car” event in St. Charles, Illinois, which “presents an expanded awards program that delivers on-the-spot recognition for outstanding vehicle preservation.” I’m aiming for the Zenith Award – The World’s Finest Preserved Vehicles.

As 1969Chevy.com says, “1969 marked the end of the 1960's - a time when automotive styling was important and performance was relatively uninhibited by emissions standards. It also marked the last year of the Impala SS until it's rebirth in 1994. Models from this year are now becoming ever more sought after by collectors, but at the same time they're still reasonably affordable (although values have grown significantly in the past few years). It is anticipated that these Chevrolets will become very popular in the near future as the last of an era gone by.”



March 3, 2011

along Free States —
Words cannot truly express my appreciation
for the two awards and the gift card I
received on Sunday at our annual covered
dish dinner.

My service for thirty-seven years as
secretary of the Free State Region was a big
and enjoyable part of my life.

The awards which Bill Scott designed
and made will be treasured by me as they
are displayed with pride. I will plan to
use the gift card to purchase something
as a lasting memory of Free State.
Again — a big "THANK YOU" for honoring
me. Your friendship means so much.

With gratitude
and appreciation,

Love and Blessings —
Lottie Miller

Thank You for Your Support! From Dave and Ginny Boyer

Just a note of thanks from both of us for the club's support during my tenure as the Director of the Free State Region of the VCCA. I want to particularly thank you for the personalized afghan with the VCCA logo with our names and dates that was presented to us at the Covered Dish Banquet and Auction as a remembrance. A special thanks to those individuals who did the legwork to get the afghan ordered and delivered in time for the presentation. The color looks nice in our family room on our sofa and will also look great on display with my Shoreline Beige and Neptune Green '55 Chevy. I would also like to thank my wife Ginny as well for her support during my tenure since many times she was quietly behind the scenes helping me out.

In many of my past Director's Messages, I mentioned our need for new members and I noticed recently in reading the latest G&D that many regions have regular monthly meetings on a Saturday morning at a local diner or restaurant. This seems like a great way to get some of our old Chevy's out on the road on a weekend, and possibly get some club visibility and stir up the interest of prospective new members. As you can tell, I'm planting the seed here for a future meeting or event. What do you think?

Again, our sincere thanks for your support and let's keep preserving and restoring and enjoying those old Chevy's.

Editor's Note: Thank you, Dave and Ginny, for your dedication and excellent service to the club!

Now, how about a response to Dave's suggestion for Saturday morning meetings at a local diner? I like it! Please email your thoughts to Dave (dpboyer@verizon.net) and Franklin Gage (f.gage@hotmail.com).

Free State Region VCCA Spring 2011 Car Tour

- When:** Saturday, May 14th 2011
- Time:** 9:30 AM
- Meeting Place:** Chatham Mall Parking Lot
Rt. 40 Ellicott City, MD (Just west of Rt. 29)
- Lunch:** RIP's Restaurant
3809 N. Crain Hwy.
Bowie, MD 20716
- Tour Destination:** Radio & Television Museum
2608 Mitchellville, Rd.
Bowie, MD 20716
(33 miles from meeting place)
(45 minutes to get there)

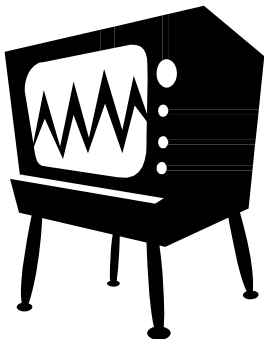


We will leave Chatham Mall parking lot around 9:45am and travel down Rt. 100 to Rt. 97 and then into the Bowie area. The museum doesn't open until 1pm, so we can have a leisurely lunch at RIP's Restaurant. After lunch we'll proceed to the museum.

Any questions, contact tour coordinator Gary Schlee at 410-461-9088 or email g.schlee@verizon.net.



Relive the good old days!



CAR & TRUCK SHOW

YEARS 1900 - 2000

ALL MAKES & CUSTOMS

MEADOWOOD REGIONAL PARK

10650 Falls Road, Lutherville-Timonium, Maryland 21093

Sunday Aug 14, 2011 10:00 AM to 3:00 PM

TOP 35 AWARDS

(as determined by Judges) plus "Meadowood's Choice Award", "Best of Era Awards: Teens/20s, 30s, 40s, 50s, 60s, 70s, 80s, 90s", and "Best Modified / Custom Awards (6)", Longest Distance Driven

Show vehicles MUST have a Functional Fire Extinguisher.

All Vehicles Must be on Show Field by 12 noon to be judged. Rain or Shine.

Dash Plaques First 100 Registered. Door Prizes, 50/50 Raffle, Food available: Hot Dogs, Drinks.

SHOW CAR ENTRANCE: Gated Entrance off of Greenspring Valley Rd.
West of Falls Rd. Lutherville, MD

**Sponsors: FREE STATE REGION
VINTAGE CHEVROLET CLUB OF AMERICA &
BUICK OWNERS OF MARYLAND**

Advance Registration: \$10.00 by Aug 1st

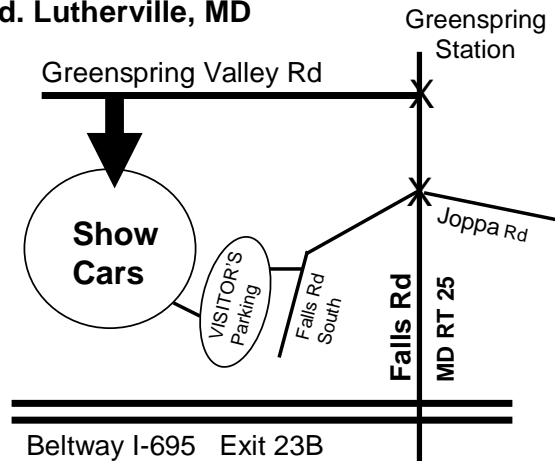
Registration at Gate: \$15.00

For Advance Registration:

Send check to: **Buick Owners of Maryland**
c/o Larry Wagner, 586 Pine Dr., Pasadena, MD 21122

For Information Call: Larry 410-360-8216

E-Mail: bowag45@hotmail.com or
grand1917@comcast.net



Name: _____ Vehicle Modified or Custom: _____
Yes / No

Address: _____ Vehicle
Original: Yes / No

City, State, Zip: _____ Phone: _____

Vehicle Year: _____ Make: _____ Body Style: _____