

Custom Car Club of Maryland



Volume 25, Issue 4

APRIL 2017

2017 OFFICERS

President– Jack Stephan

410.255.6978 | 57birdgirl@comcast.net

Vice President– Ernest Hein

410.360.0316

Treasurer– Joyce Hedrick

410.787.0748 | hedrickfrodo1@yahoo.com

Recording Secretary– Rose Smith

410.768.3668 | 53ford1@msn.com

Corresponding Secretary–Linda Riley

410.760.6028 | ssnova1970@gmail

Historian– Melanie Hein

443.554.9422 | mhein78@gmail.com

Activities Chairperson– Ginny Stephan

410.255.6978 | 57birdgirl@comcast.net

Membership Chairperson– Ronnie Campbell

443.867.5180 | HOUCHIGOUCI@msn.com

Sergeant at Arms– Curtis Hedrick

410.787.0748

2017 BOARD MEMBERS

Founder & Honorary Chairman of the Board

Richard Lord

Bill Riley 410.766.1302

Doris Bouchat 410.761.0580

Ginny DiMola 410.760.1451

Steve Seay 410.903.7537

Chet Ackerman 410.799.8422

Club Newsletter, Website, & Facebook Page

Christina Rice 443.944.3686

President's Message

Our first meeting of the year was well attended! Believe me it was a real motivator for your officers to see. A lot of business was taken care of and the new members were welcomed.

Looks like we're ready for Opening Day, April 1st. I have a feeling the weather is going to be on our side this year! Only time will tell.☺

After a trip to the hospital for a test, Joyce is back to rehab. She is doing her best to get home and says "Hi to you all and I can't wait to get up to the lot".

Blessing of the cars was well attended with 20 cars signed up in advance. Keep in mind April 15th is our Easter Cruise and with the Easter Bunny making an appearance and a Easter Bonnet Parade, we'll need extra help!

Dates to Remember:

April 4th Board/General Meeting

April 15th Easter Cruise

April 23rd Cruise to Skippers (must have a head count)

May 2nd Board/General Meeting

May 13th Mother's Day Cruise

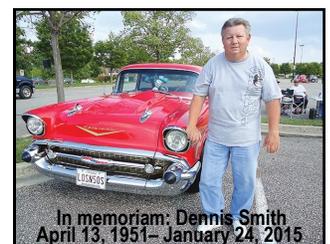
May 20th Faces of Valor/Armed Forces Day Cruise

May 28th Balt. Museum of Industry (must have a head count)

As always, pray for those in harms way - Military, Police and Fireman.

The future belongs to those who believe in the beauty of their dreams - *Eleanor Roosevelt*

Jack Stephan, Club President



In memoriam: Dennis Smith
April 13, 1951– January 24, 2015



<https://www.facebook.com/lostn50s>

NEXT CLUB MEETING

Tuesday, May 2, 2017 at 7:30 PM

Harundale Presbyterian Church | 1020 Eastway

Glen Burnie, MD

NEW CLUB MEMBERS



Horace Winchester
Michael Pinder
Warren Forney

NEW AUXILIARY MEMBERS



GET WELL

Joyce Hendricks
Ida Fields
John Mayola
Ed Pope
Gary Hopkins



SYMPATHY

Jim Hasselberger,
Loss of Father
Joan Graham,
Loss of Mother

JACK'S TRIVIA

- 1) What car sold more than one million units in 1965?
- 2) What car was the first massed produced?
- 3) What was the first car equipped with anti-lock brakes?

Jack will answer these at the next meeting!

ANNIVERSARIES

Craig & Terry Eveson 4/11
Russell & Sue Love 4/19
George & Diana Brown 4/24
John & Shirley Mayola 4/26



happy anniversary

BIRTHDAYS

Bob Eveson 4/1
Diana Marsh 4/2
Kevin Napier 4/3
Helen Rhinehardt 4/3
Warren Forney 4/6
Verna Chilipko 4/10
Doris Bouchet 4/11
Carl Blazek 4/12
Virgil Graham 4/13
Michael Pinder 4/13
Diane Simons 4/14



Charlie Dodge 4/16
Don Harman 4/16
Jack Schroeder 4/16
Wanda Ginn 4/22
Jan Schroeder 4/23
Chet Ackerman 4/25
Dennis Darling 4/26
Dennis Leahey 4/26
Lynne Seay 4/27
Gary Sockriter 4/27

MEMBERSHIP We welcome new members to join the club. Owners of cars 1989 and older can have the family benefits of the club for just \$20 a year! To join, please contact Ronnie Campbell, Membership Chairperson for an application. Encourage your friends to come out to a meeting or *Cruisin' Night* and see what we are all about!
For more information, contact Ronnie at 443.867.5180 or HOUCHIGOUCHI@msn.com

FOR SALE

Miscellaneous Mustang (hood, trunk, etc.) and 55 Chevy Belair parts (windows, grills, etc.). Call for price and details. Tom 410-562-8112

Car for sale- 1963 Impala SS, 327 300HP. Factory 4 speed. \$28,000 OBO. Call Jack Evans at 410-703-2014.

48 Chevy Street Rod. 327-400 Turbo Trans. \$18,000.00 OBO. Call Mike at 410-760-1451

2000 1500 Chevy pick up truck. V6 No Rust, Auto, Air. \$2500. Call Jack 410-255-6978

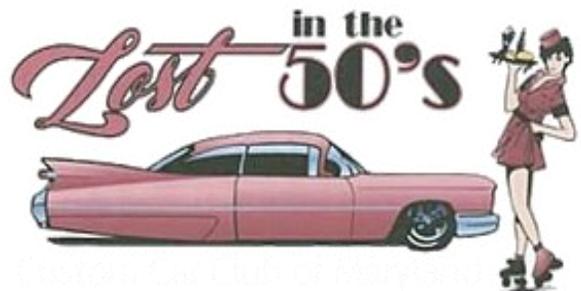
1947 Truck front and back bumpers, hub caps, oil cans, old parts. Make an offer. Call Mrs. Wise 443-794-6609

Advertising

Contact Virgil Graham at 410.761.6651

CLUB STORE

SHIRTS/JACKETS – Check with Gary Hopkins
443.254.1668



STORIES ABOUT MY RIDE:

1961 MGA Roadster

Chassis #GHNL 92695

Body #B29900

Engine #16GA-U-H 28993

NAMGAR #1961

*Owned by The Riley Family Trust,
William M. Riley and Pamela Gene Riley, Trustees*

This was Bill's first car, purchased used in 1967 from Three Guy's Auto Sales, Salisbury, Maryland, for \$595. The first shock came when the entire family's auto insurance was cancelled because the insurance company wasn't licensed to insure "sports cars" in Maryland. At least that was the explanation they gave. We changed insurance companies, and wound up saving money on the deal anyway.

As time went on, it became apparent the previous owner didn't understand electricity, because there was an aftermarket ammeter installed under the dash, but it was wired in parallel so all the charging current took the path of least resistance through the ammeter instead of going the hard way through the battery. The good thing was that in those days, Sears, Roebuck and Company still had a catalog sales department, including an auto parts catalog listing the required Group 17 HF battery.

The J. C. Whitney catalog was also a viable source of parts in those days. The existing top was soon replaced with a J. C. Whitney product, although Bill chickened out and had it installed by a local shop after reading the "simple instructions." Competent mechanics were still available in those days, even if they didn't like "foreign cars." Mechanics seemed to think all foreign cars had metric hardware, even when Bill explained that the Metric system is French, this car is English, and the English hate anything French. On the other hand, those mechanics could look at a worn-out generator brush and say, "That looks like the same size brush as a Ford 5000 Series tractor," and find something to fit.

In 1968, as a high school senior, Bill entered one sports car rally, sponsored by the local Boy Scout council. Not having any idea how this game was supposed to work, Bill and his navigator got lost and never found the endpoint of the rally, which turned out to be at the Rodney Scout Camp. To add insult to injury, the masking tape, used to attach numbers to the car doors, peeled off the paint when it was removed. This was the first clue that the car had been repainted at least once by a previous owner. Probably an Earl Schieb job.

Bill attended the U. S. Merchant Marine Academy in Kings Point, New York, from 1968 to 1972. During most of the first three years, he could not have a car there, so the MG stayed at his parents house in Snow Hill, Maryland. Late in his Second Class (Junior) year, Bill was able to rent space in a garage off campus, and in his First Class (Senior) year he was allowed to have the car on the Academy grounds.

During his time at the academy, Bill met Pam Trotter at an Intervarsity Christian Fellowship meeting, which brought together students from area colleges. Pam was attending Queens College. There were more joint IVCF activities that year than ever before, it seemed, and Bill and Pam were together at all of them. Pam adapted well to the MG, including some long rides to conferences in upstate New York in bad snowstorms. By this time, the MG had snow tires, chains, a CB radio, and a broken passengers side curtain as a result of a loaded snowball thrown from the vicinity of a bar on Steamboat Road in Kings Point.

Bill found out about the MG hydraulic clutch system on a weekend trip back to Snow Hill, when the clutch slave cylinder boot ruptured on final approach to the toll booth at the southern end of the New Jersey Turnpike. The car had to be towed, but at least there were still mechanics in the area who knew about this car and how to fix it.

Bill graduated from the academy in 1972, just as the Vietnam sealift was winding down. There were no seagoing jobs in the merchant marine, so Bill sneaked into the Coast Guard through the back door, commissioned as an Ensign and assigned to the Marine Inspection Office, Portsmouth, Virginia. For the next two years Bill lived in Bachelor Officers Quarters at the Norfolk Naval Base, and drove to New York about monthly to visit Pam. In 1974, they were married. The MG became Bill's commuter car, secondary to a Datsun B210 which Pam could drive to get groceries. Some time during this period, the MG was hit while parked near the District office in Portsmouth, leaving a crease in the driver's side door for years.

In 1976, Bill was transferred to the Coast Guard Marine Safety Office, Cleveland, Ohio. Pam followed in the Datsun as Bill coaxed the MG up and over the mountains. The following year, Bill had a valve job done on the car, which restored the power that had been lacking on that trip. The MG was still a daily driver to and from the MSO, and as far away as Lorain, Ohio, where Bill was the senior resident inspector at American Shipbuilding Company for a while. The commute was from Cleveland Heights, Ohio, on the east side (the snow belt). Cleveland does not have snowplows; they have salt trucks. There is a salt mine right on the waterfront, so the city supports their local industry. The salt took its toll on both the MG and the Datsun. Fortunately the MG has a chassis. The Datsun's unibody was so rusted out by 1980 that it could no longer be jacked up to change a tire. Meanwhile, the MG fuel pump failed one day on the Cleveland Shoreway, and had to be replaced by a Dupree electric fuel pump. Parts were becoming harder to find. J. C. Whitney had been through a

Continued next page

bankruptcy and their parts could only be relied on to almost fit. Bill had not yet discovered Moss Motors. The tonneau cover was replaced with a J. C. Whitney product during this period, however. The exhaust system was also replaced with a J. C. Whitney stainless steel exhaust system with a lifetime guarantee. So far, it's still intact. The hardest part to get was the donut-shaped gasket between the headpipe and the exhaust manifold. Also during this period, the oil pressure started to drop. Looking under the car, it appeared that the engine would have to be removed to get at the bolts for removal of the oil pan and access to the oil pump. In desperation, Bill tried a can of motor flush and an oil change. This turned out to be enough to break up whatever was blocking the intake screen of the oil pump, and the problem was solved.

In 1980, Bill was transferred to the Third Coast Guard District staff on Governors Island, New York. The Datsun went to a junkyard, replaced by a Mercury Zephyr. The MG spent most of the next 4 years back in Snow Hill, since Governors Island is so compact that a second car was not needed. However, during this period someone in NAMGAR left a card on the windshield, and Bill registered the car with them, receiving car number 1961 as a coincidence. The registrar enclosed a handwritten note "That might be worth something someday."

In 1984, Bill was transferred to Coast Guard Headquarters, and Bill and Pam moved to Bowie, Maryland. The MG was not needed for commuting, but did come to their new home. Bill joined the Bowie Volunteer Fire Department, and the MG got Maryland Firemen's Association organizational license plates. The MG seemed to spend less and less time on the road. Bill joined the Mid-Atlantic Chapter of NAMGAR, but never made it to any activities. At least Bill had discovered Moss Motors by this time, so repairs were made with mostly authentic parts.

In 1988, Bill was transferred to the Coast Guard Marine Safety Office in New Orleans, and the MG made the thousand-mile trip to Slidell, Louisiana, with Pam following in the Zephyr, over a 4 day period. The two cats rode with Pam. On the evening of the first day, The MG ignition light came on. By the end of the second day, there was some noise coming from the generator. Still, the car made it. The MG was never used for commuting in Louisiana. An air-conditioned sedan was mandatory for carpool purposes, so a 1988 Chevrolet Celebrity joined the fleet.

In 1992, Bill retired from the Coast Guard. In September of 1992, Bill drove the MG 1,100 miles, back to Snow Hill with Pam and the cats following in the Celebrity. On the second day of this trip, the MG got a flat tire, which would have been no

problem. However, closer examination revealed that the tire had gone flat because the wheel was cracked about a third of the way around, right through the spoke holes, and the jagged edges had cut the inner tube. The rear wheel on the other side was starting to crack the same way. 500 miles from home with no spare tire! Bill pulled into the first motel at Kings Mountain, South Carolina, and called Moss Motors from the lobby, close to closing time on Friday. By 10 a.m. on Saturday, a UPS driver knocked on the motel room door with a new wire wheel. The MG and the Celebrity had been loaded with every spare part and tool on hand, including a portable bead breaker, extra inner tubes, one unmounted spare tire, and a bicycle pump. Bill entertained the motel guests with a demonstration of tire mounting the old-fashioned way, with tire irons, and the MG was back on the road by noon. Eventually, the family moved back into the house in Bowie, which had been rented out for 4 years. Bill's mother came with them, in failing health.

The MG got new Bowie Volunteer Fire Department organizational license plates after the family returned to the area. The Celebrity was totaled in an accident on the way to the vet to pick up medicine for one of the cats. Bill's mother died in 1994, and her 1980 Chevrolet Impala took the place of the Celebrity. The MG was displayed at British Car Day at Allen Pond Park with a sign on the windshield, "Rare 'before' photo opportunity!" The following year it went to Mountjoy's Autoshop in Hyattsville for some much needed mechanical restoration. By that time, the motor mounts were sagging so badly that the crank could not be used and the oil filter was almost impossible to change.

Pam had purchased a fiberglass hardtop from Victoria British as a birthday present for Bill, and in August of 1998, Bill drove the MG back to Snow Hill, with Pam following in the family car, intending to leave the hardtop in the garage there, attend his high school reunion, and return with both cars to Bowie. On the way, after filling up with gasoline in Easton, Maryland, Bill noticed the right rear wheel spinning a little when starting up from a traffic light. Soon, Pam could see something leaking. By the time they reached Snow Hill, the fuel tank was half empty, and there was gasoline spraying out around the body of the Dupree electric fuel pump. The MG remained in the garage in Snow Hill, and Bill placed an order with Moss for a new fuel pump and all new fuel lines. The original fittings had been cut off the fuel lines years ago in Cleveland, to splice in the Dupree fuel pump. The new fuel pump and one fuel line arrived in a week, but the other fuel line was backordered through that winter, the following summer, and finally shipped the following winter. The following spring, Bill drained the fuel tank, installed the new pump, and found it didn't work. Months later, the car was finally running with another replacement fuel pump, but just barely. The carburetors were gummed up, and leaked after cleaning out. The car made it back to Bowie in time for an MGCC picnic at Fort Washington Park, but broke down on the way there. A tow back to the driveway in Bowie and

Continued next page

some tinkering at home were enough to get going again.

In the fall, Bill drove the MG to Snow Hill again on a Friday evening, intending to put the hardtop back on for that winter, and return. Pam was following in the family car. After getting off to a late start, and stopping for dinner in Easton, they both turned their headlights on for the remainder of the trip. South of Salisbury, the two-lane road was finally free of oncoming traffic, and Bill switched to high beams. All the lights on the MG went out. They crawled on to Snow Hill at a snail's pace, with Pam providing headlight coverage, pulling off the road whenever other traffic approached. Again, the MG stayed in Snow Hill while Bill and Pam returned to Bowie and placed an order for parts. New headlight switch, new dimmer switch, and a new panel light dimmer rheostat failed to solve the problem, so the MG was returned to Bowie in daylight the next spring, and then to Mountjoy's Autoshop for diagnosis. Turns out there was an in-line fuseholder behind the dash which had failed (the fuseholder itself, not the fuse).

The MG was displayed at the Tobacco Trail Car Show at Allen Pond Park in Bowie in August, 2002, just for fun. There were only three cars in its age class, and Bill had specified on the registration form that he didn't want the car judged, but when the awards were handed out, the rusty MG received a third place trophy. One of the brainstorms Bill came up with at this event was to insert the crank into place in the front, just to mess with spectator's minds. People would walk past, notice the crank, and wonder, "Does he really have to crank that to start it?" If they looked under the hood and didn't see a battery, they tended to assume the worst. Parked between two full-size American cars of the same era, this made a weird impression.

Finally, in October of 2002, the car went to Mountjoy's for body work. It was returned on August 8, 2003, fully restored. It was displayed at the Tobacco Trail Car Show at Allen Pond Park in Bowie on August 16, 2003, and placed second in its age class.

On August 23, 2003, Bill and Pam returned to Snow Hill for another class reunion. Keeping past experiences in mind, they decided to leave the MG in Bowie this time.

On September 13, 2003, the MG returned to Mountjoy's Autoshop for show-and-tell at a tech session on MG restoration, sponsored by the MG Car Club, Washington DC Centre.

On September 20, 2003, the MG brought home a Best in Class plaque from the Sons of the American

Legion car show in Bowie.

On September 27, 2003, the MG made it to MGs on the Rocks at Rocks State Park in Carroll County, sponsored by MGs of Baltimore. No awards, but the satisfaction of making the long trip on a mixture of high-speed highways and country roads with no mechanical problems. Pam followed along in the family car, and Bill kept in touch with a handheld 2-meter FM amateur radio using a hands-free headset. Bill is N3SNU; Pam is N3XFL.

Pam developed a display with the theme of "My Rival," a song performed by Ann Margaret in VIVA LAS VEGAS with Elvis Presley:

I know where he is.
He's with my rival.
I know right where they are.
He's carrying things too far.
My rival is a baby blue racing car.

We had to purchase a videotape of the movie to get a recording of the song, because it isn't on the soundtrack album.

On October 18, 2003, we took the MG to the UPS Car Show in Laurel, Maryland. This was primarily an American car show, and the cars were not grouped together by class. Bill strolled around the grounds and only found 3 cars entered in our stock foreign class, and when the awards were announced, none of those three were the winners. The winners were announced by car number only, so we don't even know what make and model they were. The one good thing we got from this show was a professional photo of the car.

In 2006, Bill started a new full-time job with Maritime Alliance Group in Baltimore, and in 2007, the family bought a house in Pasadena, Maryland, closer to work for both of them. Pam was a teacher at Elvaton Christian Academy in Millersville. The move cut Bill's commute in half and Pam's down to about one mile.

Pam passed away in December of 2015, after about a year's illness.

The car currently has a Mark II recessed grille, picked up as a replacement from an MG dealer after the person who ordered it didn't come back to get it. Bill would like to trade this for the original style grill, perhaps with someone who had to settle for an earlier one for their Mark II.

The car currently also has a replacement engine, number 18GH-WE-H-14378, from an MGB. This hopefully temporary modification was necessary because over the Memorial Day weekend in 2016, the number 1 piston of the original engine shattered, cracked horizontally through one of the ring grooves. The broken piece of the piston battered the cylinder head badly, but the block appears to have survived.

Bill has had the car out at the Lost in the Fifties cruise nights fairly consistently in 2016, and at several other shows including the Motors for Music car show (every year it was held since inception) and MGs on the Rocks.

2017 CLUB CALENDAR OF EVENTS

- MARCH** 4TH KENT ISLAND BREAKFAST – Must sign up by Feb 24th.
7TH BOARD/GENERAL MEETING 6:30-7:30
25TH BLESSING OF THE CARS/DRIVERS-- Abundant Life Church 11:00 am, Furnace Branch Rd.
- APRIL** 1ST OPENING OF THE LOT
4TH BOARD/GENERAL MEETING (PROGRAM)
15TH EASTER CRUISE – BUNNY RABBIT- EASTER BONNET PRIZE (Homemade hats only)
23RD CRUISE TO SKIPPERS IN DEAL MD [**This is a must sign up cruise**]
- MAY** 2ND BOARD/GENERAL MEETING 6:30-7:30
13TH MOTHERS DAY CRUISE (SHE DRIVES FREE)
20TH FACES OF VALOR/ARMED FORCES DAY CRUISE
(HANDS OF HARMONY 1ST **OPEN CRUISE \$5.00 PER CAR**)
28TH 1st CRUISE OF THE SEASON - BALTIMORE MUSEUM OF INDUSTRY (GUIDED TOUR)
- JUNE** 6TH BOARD/GENERAL MEETING 6:30-7:30PM
11TH SOLOMNS ISLAND CRUISE TO KINGFISHERS SEAFOOD HOUSE
17TH FATHERS DAY CRUISE
24TH DORSEY SPEEDWAY CRUISE – INFO TO FOLLOW
- JULY** 4TH **NO BOARD/GENERAL MEETING - DUE TO HOLIDAY**
29TH CHRISTMAS IN JULY (2ND **OPEN CAR CRUISE (\$5.00 PER CAR)**)
- AUGUST** 1ST BOARD/GENERAL MEETING 6:30-7:30 PM
13TH CRUISE TO FRIENDLY FARMS
- SEPTEMBER** 5TH BOARD/GENERAL MEETING 6:30-7:30PM
16TH TURKEY CRUISE (3RD **OPEN CRUISE \$5.00 PER CAR**) Cure Cancer Cruise will join us
17TH CLUB PICNIC- INFO TO FOLLOW
- OCTOBER** 3RD BOARD/GENERAL MEETING 6:30/7:30 PM – PROGRAM?
7TH CAR APPRECIATION DAY
21ST HALLOWEEN CRUISE
28TH **LAST NIGHT AT THE LOT**
- NOVEMBER** 7TH BOARD/GENERAL MEETING 6:30/7:30 PM
18TH TURKEY GIVE A WAY
25TH CHRISTMAS SHOPPING – SALVATION ARMY
- DECEMBER** 5TH BOARD/GENERAL MEETING 6:30/7:30PM
9TH CHRISTMAS DINNER - MICHAELS EIGHTH AVE. GLEN BURNIE, MD - 6:00-10:00 PM

RECIPE OF THE MONTH

Stuffed Ham (Oven / Crockpot)

INGREDIENTS:

- Ham
- Greens (mixture of your liking)
- Onion
- Seasonings

DIRECTIONS:

1. Cut holes in ham
2. Stuff with greens mixture, onions, and seasonings
3. Plug with piece of ham
4. Glaze with brown sugar 'n honey or cherry glaze- your choice
5. Wrap ham in foil tightly/cook in oven on 325. 15 min per lb. or place in crock pot on med 1 hr. then low 1 1/2 hr.

Veggie Casserole

INGREDIENTS:

- Red potatoes, Celery, Carrots, Onions, Radishes, Broccoli, Cauliflower, Peppers

DIRECTIONS:

1. Cut & arrange in dish
2. Butter/season with pepper & salt
3. Cook in oven on 350 for 45 min.
4. In sauce pan melt cheese and add salsa.
5. Heat and pour onto veggies
6. Put back in oven for 15 minutes--Enjoy

Recipes submitted by Ronnie Campbell

If you have a recipe you would like to submit for inclusion in the newsletter, please send it to Ronnie Campbell at HOUGHIGOUCHI@msn.com



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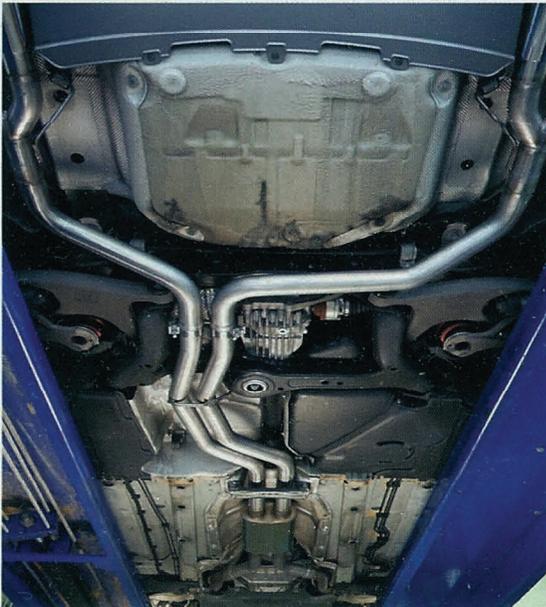
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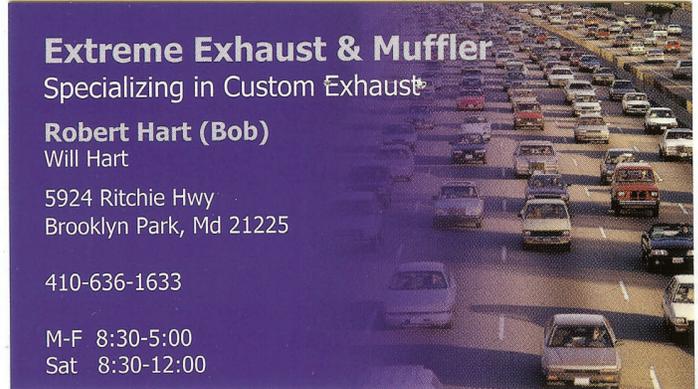
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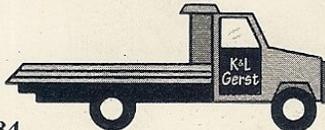
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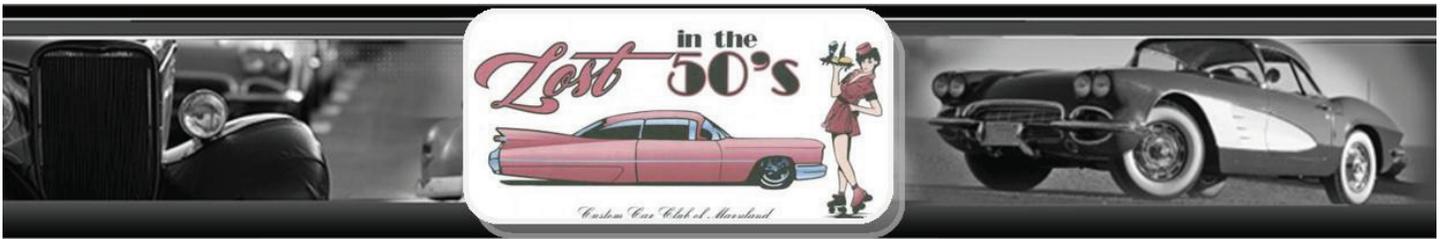
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MEMBERSHIP APPLICATION

Membership is open to those who own vehicles built in or before 1989. Dues are \$20.00 to be paid by June 1st. Membership includes spouse/significant other.

Please make check payable to: **Lost in the 50's of MD**

Mail to: **Lost in the 50's Custom Car Club of Maryland**

P. O. Box 115, Glen Burnie, MD 21060

Membership applications are only approved by Membership Chairperson, President, or Vice President of the Club.

1. Would you be willing to show your car at special events, such as promotions, school reunions, grand openings, birthday parties, etc.? _____ **yes** _____ **no**
2. Would you be willing to show your car at parades? _____ **yes** _____ **no**
3. Would you be willing to participate at fellow cruisers' funeral to assist in their final cruise and support their loved one? _____ **yes** _____ **no**
4. Would you be willing, if available, to help at our cruise nights or special events if called upon?
_____ **yes** _____ **no**
5. Why do you want to join our Club? (please print) _____

YOUR NAME _____	SPOUSE/SIGNIFICANT OTHER _____
ADDRESS _____	CITY _____ STATE _____ ZIP _____
EMAIL ADDRESS _____	
TELEPHONE _____	ANNIVERSARY _____
BIRTHDAY (SELF) _____	SPOUSE/SIGNIFICANT OTHER _____
YEAR & MAKE OF CAR _____	MODEL _____
BODY STYLE _____	COLOR _____
CONDITION _____	STOCK/CUSTOM _____

Approved By: _____

<i>President of Club</i>	<i>Vice President of Club</i>	<i>Membership Chairperson</i>
--------------------------	-------------------------------	-------------------------------

Date Approved: _____



MEMBERSHIP APPLICATION

MEMBERSHIP DUES ARE \$10. DUE ON/BEFORE JUNE 1ST OF EACH YEAR

Please make check payable to: **Lost in the 50's of MD**

Mail to: Lost in the 50's Custom Car Club of Maryland
P. O. Box 115, Glen Burnie, MD 21060

Membership applications are only approved by the President, Membership Chairperson or Vice President of the Club .

NAME: _____ DATE OF APPLICATION: _____

SPOUSE/SIGNIFICANT OTHER: _____ ANNIVERSARY: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CELL: _____

EMAIL: _____

BIRTHDAY (self): _____ BIRTHDAY (spouse/significant other): _____

APPROVED BY:	DATE APPROVED: _____	
_____ <i>President</i>	_____ <i>Vice President</i>	_____ <i>Membership Chairperson</i>

Auxiliary Members are entitled to same priveledges as Car Club Members, HOWEVER, Auxiliary Members CANNOT vote or run for Elected Office, but can serve or Chair a Committee. Car Lot rules still apply.