

The Mudflap

News and Activities from the Tidewater Region—Antique Automobile Club of America

Volume 66, Issue 2

February 2022



TRAACA Annual Awards & Board Induction Ceremony



THURSDAY, February 17th, 2022



TRAACA CALENDAR

February 2022

- 3 TRAACA Monthly Board Meeting
- 17 TRAACA Awards and Installation Banquet and Monthly Meeting—Chesapeake Convention Center

March 2022

- 10 TRAACA Monthly Board Meeting
- 17 TRAACA Monthly Dinner Meeting—Chesapeake Convention Center
- 19—Bay City Classics Restoration Shop Tour

April 2022

- 14 TRAACA Monthly Board Meeting

Check traaca.com/calendar.htm for the latest info on upcoming events!




Where: **Chesapeake Conference Center
700 Conference Center Drive
Chesapeake, VA 23320**

6:00 p.m. Social Hour starts. Cash bar
7:00 p.m. Dinner followed by a Brief Business Meeting and Awards/Installation.

Dinner Menu: Garden Salad - Mixed Greens with Tomato, Onions, Cucumber, Carrots, Shredded Cheese, and Garlic Croutons, Country Style String Beans with Almondine, Garlic Mashed Potatoes, Salmon Au Poivre – Salmon Topped with Peppercorn in a Brandy Cream & Tenderloin of Beef -Pepper Crusted Tenderloin of Beef in Sweet Onion Jam. Dinner Rolls and Butter, Creme Brulee Cheesecake & NY Style Cheesecake with Strawberries and Whipped Cream, Regular and Decaffeinated Coffee, Iced Tea and Water.

Cost: \$32 per person (TRAACA is subsidizing the balance)
Non-members \$42.00

Program: Awards to members for 2020 & 2021 and Installation of 2022 Officers and board.

Please RSVP by Thursday, Feb 10th to let me know if you are coming. skippatnode@cox.net Or call/text 757 672 8495
(You need not respond if you are not coming)



1959 Ford Galaxie Town Sedan—the 50-millionth Ford produced—on display at the NPD Collection in Ocala, FL (See article on pages 4– 7.)

President's Podium

Tim Hund
TRAACA President
traacacontact@gmail.com
(757) 489-1762



The President's Podium

What an honor to be the President of TRAACA. Thank you for having the confidence in me to lead this club. Let me introduce myself to those that don't know who the heck I am.

I am Tim Hund, I have lived here in Norfolk, 59 of my 69 years. I graduated from Granby high school and Christopher Newport college (now university) in 1975. I worked in the steel business until 22 years ago when I bought Old Dominion Metals and Recycling.

I have been married to Phyllis for 45 years. Together we raised two boys and a girl. I have been a car collector for as long as I can remember. I buy what I love and right now I love way too many.

Enough about me. I would like to get to know each of you. With that in mind one of my goals is to have pictures of each of you in our rosters. Maybe Jerry can figure that out for us so we can put names to faces. This year will be very exciting!!

We are hosting the Grand National. This event only happens one time per year in the whole country. We will have people from everywhere with great cars. I

am sure Marion and Mark would love to have your help. Well that is it until next time. Keep your eyes on the road.

Tim Hund TRACA President

Have Your Car's Photo in the AACA Grand Nationals Program!

Do you want to show off your car and help support the Tidewater Region as it holds the 2022 AACA Grand Nationals this coming May? You can do both by placing a photograph of your car in the souvenir program for the Grand Nationals. Business card-size photos (1/8-page size photos) are only \$40 and half-page photos are \$150. E-mail a high-resolution color photograph of your car (JPEG format only, please) to Susan and Terry Bond at terryaaca@cox.net, and mail your check (made out to "TRAACA Grand Nationals") to Terry Bond at 541 Forest Road, Chesapeake, VA 23322. Thank you!

Request for Silent Auction Items: The 2022 AACA Grand Nationals event is fast approaching! I am collecting items to be used for the Silent Auction during the 2022 AACA Grand Nationals event in May. Please consider donating to the Silent Auction. Anything and everything is welcomed! I will be collecting items at the dinner meetings during the months of February, March and April.

If you have any questions or would like to donate an item, please contact Tammy Park at 757-450-7672 or tammy_1_park@yahoo.com.

Dinner Meeting Corner

Chief Contact: Skip Patnode

Members will be contacted via e-mail to obtain their RSVPs for the club's monthly dinner meeting. (Members without e-mail will be contacted by phone.) If you will be attending, please respond to Skip Patnode's e-mail by the requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!



ANTIQUE AUTOMOBILE CLUB
of AMERICA

2021 TRAACA Officers & Board

President - Tim Hund:
traacacontact@gmail.com
Vice President - Bill Treadwell:
traacacontact@gmail.com
Secretary - Doug Grosz
Treasurer - Tammy Park
Board - Jerry Adams
Board - Dick Chipchak
Board - Skip Patnode
Board - Fred Cole
President Emeritus - Wayne Milligan

From the Running Board

January 13, 2022 TRAACA Board Meeting Minutes (*final approved copy can be obtained from Secretary*)

TRAACA Board Meeting

Officers Present: Wayne Milligan (President), Tim Hund (Vice President), Fred Cole (Secretary), Tammy Park (Treasurer). Board Members present: Jerry Adams, Dick Chipchak, Doug Grosz, and Skip Patnode. Club members present: Bob Stein, Bill Treadwell, Harry Park

Quorum: Board Meeting called to order at 7:00 PM.

President: Thank you for all you did for the Club during the past two years.

Vice President: A pleasure serving under Wayne, hope I can continue the job going forward.

Secretary's Report:

December minutes reviewed and approved electronically

Treasurer's Report:

December reports distributed electronically

COMMITTEE REPORTS:

Activities:

Sunday, December 12 – Thank you to Jim Villers for coordinating the Holiday Brunch at the Princess Anne Country Club; it was a great success with more than 80 in attendance.

Activities Committee (Bill Wilcox agreed to coordinate a specific event, Harry Park may coordinate a specific event, Wayne Milligan will coordinate any activities held at his parents' home)

Still need volunteers for developing activities, comments on membership forms indicated a desire for more tours, 'tech' sessions, amongst other activities.

Restaurants:

Subsidizing Dec, Jan

January Awards and Installation banquet – date is the 22nd at 5:00; price is \$42.00 per plate, Club subsidizing \$10.00

2022 – a better menu but cost will increase to \$32.00 each all-inclusive

Membership:

Membership information through January 9 – 148 memberships, 254 members

THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America, and is published monthly.

Editor: Doug Grosz

c/o Tammy Park 1804 Silveria Street Virginia Beach, VA 23464

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Unfinished Business:

Wayne will ask Bob Stein to upload the Awards Manual with new appendix of previous winners through 2021 to the website after the Banquet
All traveling trophies have been returned, Wayne will return or place in storage
Awards have been received for the January ceremony

New Business:

Mailed (USPS) membership renewals
Region President's notice from AACA for the Annual Convention forwarded to incoming President.
Donation will be made to the AACA general fund in the amount of \$2500.00
Review ongoing reports generated from the Membership database. Information (i.e. email addresses) will be available to Officers and others based on need.
Select '22 Swap Meet Date. Due to various NSA schedule conflicts the annual swap meet will be held in July at the Nansemond-Suffolk Academy.

Other Business:

VPCCC Monthly Meeting Report: NSTR
CCCHR Monthly Meeting Report: NSTR

Adjourned: At 8:02 PM. The next Board meeting is 7:00 pm Thursday, February 3 (conflict with Annual Convention in Philadelphia) at Unos



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NPD Car Collection—Pt 1

Ocala, FL

Story and photos by Mark McAlpine

This is the first of two articles about the NPD Collection. This article highlights antique vehicles 1959 and older in the collection. Next month's article will highlight vehicles 1960 and newer.

Perhaps you recognize the names “Jim Schmidt” and “Rick Schmidt”? If their names are not familiar to you, you probably recognize the name of their company (and maybe have even purchased some parts from it): National Parts Depot (NPD). Jim Schmidt founded what became NPD in 1976, selling parts for 1955-1957 Ford Thunderbirds by mail order out of the basement of his house. Rick is Jim's son, worked his way up in the company, and is now President of NPD. Since its modest beginnings in 1976, NPD has become the largest restoration parts business in the country, with warehouses and attached showrooms located nationwide (Ocala, FL, Canton, MI, Charlotte, NC, and Ventura, CA) and parts catalogs for 1965-2004 Ford Mustangs, 1967-1981 Chevrolet Camaros and Pontiac Firebirds, 1965-1989 Chevrolet Chevelles & El Caminos, 1964-1972 Pontiac GTOs, various 1960-1976 MOPAR cars (Barracuda, Belvedere, Challenger, Charger, Coronado, Coronet, Dart, Daytona, Demon, Duster, Fury, GTX, Lancer, Polara, Road Runner, R/T, Satellite, Savoy, Scamp, Super Bee, Superbird, and Valiant), 1955-1957 Ford Thunderbirds, 1967-1973 Mercury Cougars, 1966-1996 Ford Broncos 1948-2004 Ford pickup trucks, and 1947-1998 Chevrolet pickup trucks.

Marion & I were fortunate to be able to view the NPD Collection when we attended the 2019 Winter Nationals in Ocala, FL. The Schmidts and NPD generously opened their collection to AACA members attending the car show. It is an amazing and diverse collection. In interviews, Jim Schmidt has joked that his car collection began in 1957 with the purchase of a 1928 Ford Model A Sport Coupe from a salvage yard. Like his company, Jim's car collection has grown significantly since then. The latest published number states there are more than 200 cars and trucks dating from 1911-2012, many of which are original, low-mileage cars. All of the vehicles on display are beautiful and, as you would expect, in great condition.

As we walked through the collection, each car was amazing in its own way. One car that really stood out (to me) was the 1911 White touring car. White is probably most known for its steam-powered cars. The car in the NPD Collection is one of White's first gasoline-powered cars. (The White Motor Company produced over 10,000 steam cars from 1900-1911 and began producing gasoline powered cars in 1910.) It was gorgeous.

The NPD Collection is not open to the public, but is opened occasionally by special arrangement to car clubs and other organizations (as it was for the 2019 AACA Winter Nationals). If you ever have the opportunity to visit the collection, don't hesitate—take advantage of the opportunity.

See more of the NPD Collection in next month's Mudflap.



1911 White touring car. (This is an early White gasoline car. White stopped producing cars in 1918, but continued making trucks until 1980.)



1921 Case Model V touring car with winter top



1924 Lincoln Model L 135 limousine



1925 Dodge Special Roadster



1927 Cadillac 314-A Custom Roadster



1940 Lincoln Zephyr Continental Coupe—with less than 800 original miles on it, it's the lowest mileage 1940 Continental known in the world



1928 Ford Model A



1930 Lincoln Model L 7-passenger touring car



1945 Packard Clipper Special Eight sedan



1953 Studebaker Champion



1955 Ford Crown Victoria "Glass Top"



1955 Ford Thunderbird



1955 Oldsmobile 98 Holiday Deluxe Coupe



1956 Chevrolet Bel Air convertible



1956 Cadillac Eldorado Seville



1956 Packard Four Hundred 2-door hardtop



1957 Chevrolet Corvette (fuel-injected)



1957 Mercury Turnpike Cruiser



1956 Continental Mark II. (Originally built for the wife of the Chairman of Olin-Mathieson, it was purchased in 1968 by William Clay Ford, head of Ford's Continental Division & owner of the Detroit Lions. It was upgraded with a 460-ci engine, disc brakes, and painted Lions blue.)



Still Collecting – The Chauffeur part 2

By Terry Bond

We left off last month with an interesting variety of chauffeur related collectibles. This time we'll finish with a look at some special "uniform" items and the badges that made them "official."

I'm not really certain exactly when chauffeur's uniforms started to become commonplace, but will speculate that it had a lot to do with the earliest more wealthy families who likely insisted that their chauffeurs be properly attired. Some kind of "uniform" was what would help them to dress up to match the cars they operated, and clearly show their stature within the family that employed them. Even the earliest horse-driven taxis had coachmen who dressed well, so why not the follow-on chauffeur?



Early 1900s Chauffeur in uniform.

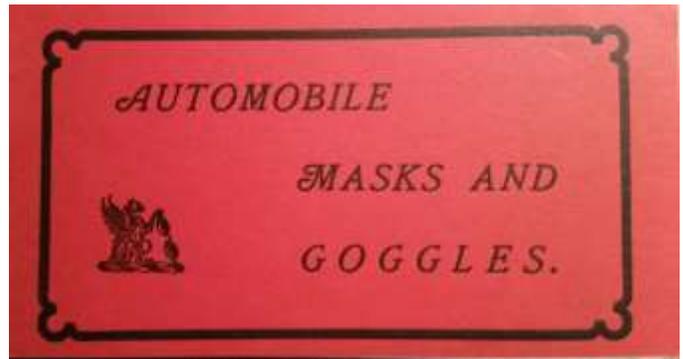
The finest clothing stores quickly jumped on the bandwagon and began offering their own exclusive lines of motoring attire. The well-known uniform company Jacob Reeds & Sons had their own "motor department" and produced a series of small format, celluloid

covered catalogs for their specialty attire. These catalogs from the early 1900s are very rare and are much sought after by automobilia collectors today. The celluloid covers are particularly delicate and can easily be broken when handling.



Jacob Reeds & Son celluloid catalogs.

Competition in the clothing business was tremendous. Specialty outfits for chauffeurs were sold through many different catalog companies. In my collection of over 150 different pre WW1 accessory and supply catalogs, every one of them has a special section for motoring attire ranging from goggles, gauntlets, dusters, and even complete chauffeur outfits.





Early chauffeur catalog advertisement.

Just looking good was only a part of the story. A lot of specialty items were available for chauffeurs, in order to make driving a little more pleasant. At this time, the majority of cars on the road were open to the elements. Tops and side curtains just didn't offer that much protection, and chauffeurs were often required to ride more exposed to the elements. Some early town cars even had fully open chauffeur's compartments. It wasn't done to "punish" them, it was done so they could more easily service the vehicle or assist their passengers. Those passengers sat in enclosed comfort, surrounded by elegant upholstery. The chauffeur needed to be able to exit the vehicle quickly to open doors or handle any personal items the passengers might be carrying.

This postcard from my collection advertises a neat wrap-around protective apron that fully encloses a vehicle's pedals. This enclosed wrap would also trap heat coming up through the floor-boards, making a trip a bit cozier - at least at the bottom half.

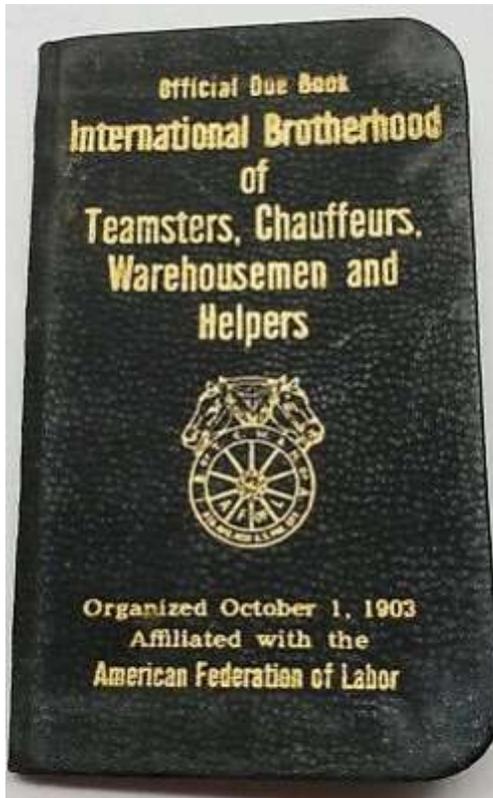


Chauffeur protective wrap

The poor chauffeur! Exposed to the elements, had a tough job. But, they were proud of their work as shown by this great carved pipe, no doubt property at one time of a dedicated servant behind the wheel



In part 1 of this article, I mentioned that clubs, associations, and even unions began to form in the early 1900s.



Although there were individual pins, buttons, badges and fobs made in the very early 1900s, one of the earliest known official chauffeur's licenses was issued in 1903 to a "liveryman" employed by a Buffalo New York businessman. Paper didn't last, and badges soon became the standard. Several early chauffeur's association member's pins were shown in Part 1 of this article.

It didn't take long for States to begin special "licensing" for professional chauffeurs.

The first state to do so was New York.

The same basic badge was used from its inception in 1904 until the style was changed in 1910. That first type is known as the "A" style of badge. Numbers were consecutive during this time so the only way to properly date them is to see where in the series a number happens to fall. This one from my collection is from 1909.



1909 New York Chauffeur's badge.

Most other states soon climbed on-board and began issuing badges to chauffeurs.

It's really quite confusing for collectors though as not only did individual states issue them, but some larger cities did as well. There were also pins for licensed automobile drivers, so collecting opportunities abound.

The City of Chicago was perhaps the most prolific of them all with badges issued for every occupation from peddler to junk collector.



This is the earliest known "licensed automobile operator badge, issued by the City of Chicago in 1901.

Most chauffeur badges though are quite plain, however they are found in a wide range of shapes. Some are enameled, others plated in nickel or silver. One however does stand out and is highly sought after – Colorado issued this great chauffeur's badge in 1924 featuring the front on view of an early automobile. It's the most spectacular badge ever issued in the eyes of many collectors. A nice example will set you back several hundred dollars!



1924 Colorado Chauffeurs badge.

The 1925 Colorado badge is equally as interesting and rare.



1925 Colorado Chauffeurs badge.

Another great early badge was issued by Michigan. Michigan actually began issuing specific chauffeur's badges in 1907 however they were a simple shield shaped, numbered badge. This one-year only badge showing a driver is quite scarce and would be a prize in any collection. If you have to have one, there is one currently listed on ebay for \$275, Condition is everything however and it looks like it was dug from a dump and features a bent corner. Far better examples can be found if you are patient – and willing to pay!



1910 Michigan Chauffeur's badge in excellent condition. Value - \$300+

Like license plates, less populous states would have obviously issued fewer badges, so those from some Western and Southern states would be more difficult to find.

Nearby states like West Virginia can also be difficult as there were fewer large cities and fewer registered automobiles. Naturally, the older badges will be the most difficult to find. West Virginia started issuing chauffeur's badges in 1911.

Virginia badges will of course be of interest to us.

The first chauffeur's badge in Virginia was issued in 1910. It is a plain round disc with a simple pin on the back. It bears only a number and the simple inscription "Licensed Chauffeur" "Virginia" "1910."

In 1911, the shape of the badge changed and became a shield-shape, but, it still carried the same simple type of inscription.



1911 Virginia Chauffeur's badge.

Virginia was one of just a few states that did not adopt a standard badge format. Each year they produced a distinctly different style.

Over the years quite a variety can be seen. Shapes like shield, oval, round and triangle have been used. The changes between 1924 and 19254 exemplify that variety.

A simple cheap round celluloid button was used in 1932, and it is one of the rarest badges from our state. They simply did not survive well.



1924 Virginia Chauffeur's badge



1925 Virginia Chauffeur's badge

Eventually, Virginia adopted more similar designs

that were used until they stopped being issued during WWII.

Remember that other chauffeur's associations continued to exist, and this great undated badge from the Virginia Brotherhood of Chauffeurs is a rarity.



Rare and interesting Virginia Chauffeur's association pin.

In the rest of the United States, during the WWII years and following, most chauffeur's badges were cheaply made and became simple celluloid pins with little on them to be of great interest. Eventually by the 1950s states and cities had changed over to paper certificates, or even just stamps on existing driver's licenses.

A nicely mounted and framed collection of state chauffeur's badge can be a great wall-hanger for your motoring den. Many are quite plentiful and most states like New York, Pennsylvania, Michigan, Ohio, Illinois and Florida will be easy to find with only a few of the earliest that will be more difficult to locate.

If you watch internet sites, you'll see many for sale, and most will be quite reasonable. Averaging things out, paying a lot for a rare one doesn't really seem that bad when so many others can be found inexpensively.

Only a few reproductions are around, and the majority of those are easy to detect if you do your research and compare with known originals.

One of my favorite websites for chauffeur's badges is

<http://www.chauffeurbadges.com/103.html>

There you'll be able to see examples of many rare badges and learn more about them.

Remember though, condition is vital. It's always worth waiting for a nice example, and worth paying a little extra to get a good one.

Best of all, these won't take up a lot of wall space – unless you decide to collect examples from all states, and cities.

Whatever you decide to collect – enjoy, and don't forget to do your homework before spending money, and also – display your stuff so you can enjoy it!

In the coming months we'll be looking at more "Pandemic Purchases" and we're going to take a fresh look at some recent reproduction, fake, and fraudulent items that are turning up. Some of the articles you can look forward to in this coming year are – Gas and Oil items; Paper items, Garage related things, a few "What is it" objects, Tea Pots, and I plan to write something about antique hunting and the many changes we've seen taking place these past couple of years. It'll be an interesting year ahead, so hang on and as always –

Happy Collecting!

Terry



Still the Same

By Fred Trusty Vice President -
Membership

[Reprinted with permission from the AACA 2021 Fall Rummage Box]

As a pre teenage kid growing up in the mid 1960's, I had a huge HO gauge slot car track set up on two sheets of plywood in our basement. My best friend Bob had one set up at his house, too. In the winter months, along with other neighborhood kids, we would spend many hours racing those cool little cars around the track. We learned how to modify them by changing the gear ratio, adding wider tires, and the ultimate upgrade, installing a high output armature. To us kids, this was the equivalent of replacing a six-cylinder engine with a V8. Our favorite game was "Demolition Derby." The object of the game was to knock the other kid's car completely off the track which meant it was out of the game. If a car was still touching the track, you could put it back in the slot and continue. Each player would start with the same number of cars. If you ran out of cars, then the other kid was the winner. Each wired control box had a reverse switch. If you could spin your car around on a curve you could hit the reverse switch and go the opposite direction. A car with wide tires on the back could be used to "drift" in a curve and maybe knock the opponent's car off the track. We didn't have computers so parts procurement meant one of your parents taking you to the local Hobby Shop on a Saturday morning. This could take several weeks or longer depending on what your last report card looked like. Cutting grass, raking leaves, shoveling snow, and picking up bottles were the revenue stream for this expensive kid's car hobby. Here it is some 55 years later and I still want to play demolition derby except it's when someone has cut me off while talking on their cell phone. Millennials are into drifting. I still have quite a few cars, some of which I have modified for more power, and of course wider tires. Parts procurement can now take weeks or months due to supply chain issues. I don't pick up bottles for the deposit but I do save my aluminum cans and I still cut grass. As the old saying goes, "The more things change, the more they stay the same."



AACA 2022 GRAND NATIONALS UPDATE

MAY 19 – 21, 2022

By Marion McAlpine, Show Chair



Remember, the TRAACA will host the AACA 2022 Grand Nationals on Thursday – Saturday, May 19 – 21, 2022. The Founders Inn & Spa at 5641 Indian River Rd. in Virginia Beach will be the host hotel. The Delta Hotel off Greenbrier Parkway in Chesapeake will be the alternate hotel.

Many events are being planned for the 2022 Grand Nationals participants. There are tours planned for Thursday and Friday. There will be an Ice Cream Social on Thursday, a BBQ dinner on Friday, Judges Breakfast on Saturday, a lunch food tent on Saturday, and an Awards Banquet on Saturday evening. The Zenith-nominated vehicles will be judged and the Zenith Awards presented on Friday. Saturday is of course the 2022 Grand Nationals show. There will be a Hospitality Room complete with snacks and beverages, and a Silent Auction.

If previous recent Grand Nationals shows are indications of numbers of participants and vehicles, the 2022 Grand Nationals could be a large show. People will be arriving from all across the country. 600+ vehicles and 400+ vehicle trailers, are not out of the question.

How can you help, you say? We are glad you asked. The show needs volunteers to be successful. All jobs are important. Some jobs only require a few hours. As a thank you for your time and effort, volunteers will be rewarded. Incentives include a special Grand National T-shirt, a Volunteers Only lounge at the host hotel and of course the pride of helping the TRAACA show to be a great success.

The other way the club can use your help is to supply items for the Silent Auction. Consider putting together a basket of cool items, asking your favorite restaurant or business for a gift certificate or discount voucher. Car-related items (pictures, books, parts) are always big hits at auctions. **Please contact Tammy Park the Silent Auction Chair, at 757-450-7672 about getting your items to her.**

PLEASE PLAN TO BE A VOLUNTEER FOR THE AACA 2022 Grand Nationals. Whether you can give a little or a lot of time, any and all help will be welcome and appreciated. We will be talking about the show and have sign-up sheets available at upcoming TRAACA events. There will also be updates in future Mudflap and Mud Speck. Thank you to everyone who has already signed up to help with the show. You will be getting contacted by the individual Show Chairs in the near future.

Thank you in advance for your help. Call me with any questions on my cell at 618-363-6730.

AACA Calendar of Events

http://www.aaca.org/Calendar/aaca_calendar.html

FEBRUARY 2022

10-12 AACA Annual Convention
Philadelphia, PA

24-26 AACA Winter Nationals
Melbourne, FL

MARCH 2022

March 10-12 - Western Spring
Nationals - Las Vegas, NV

March 20-26 - Founders Tour -
Mobile, AL/Biloxi, MS

APRIL 2022

April 7-9 - Southeastern Spring
Nationals - Charlotte, NC

April 21-23 - Special Winter
Nationals - San Juan, Puerto
Rico

April 23 - Special Grand Nationals -
San Juan, Puerto Rico

MAY 2022

May 19-21 - Annual Grand Nationals
- Virginia Beach, VA

May 22-25 - Eastern Divisional Tour
- Johnstown, PA

JUNE 2022

June 16-18 - Eastern Spring
Nationals - Beckley, WV

AUGUST 2022

August 11-13 - Central Fall
Nationals - East Moline, IL

SEPTEMBER 2022

September 10-16 - Sentimental Tour
- Gettysburg, PA

September 18-23 - Reliability Tour -
Shepherdsville, KY

September 25-30 - Revival AAA
Glidden Tour - Central New Jersey

OCTOBER 2022

October 4-7 - Eastern Fall Nationals
- Hershey, PA



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in February

Thomas Allan
Sue Bond
John Gancel
Darlene Hooks
Joyce Howard
Tim Hund
Stephen McDonnell
Al Mercer
Linda Pellerin

Sunshine Report

Former TRAACA member Tom Jones passed away yesterday, January 30. At one time Tom had multiple AACA Senior and Grand National vehicles. He has been inactive for a while.

Member Darlene Brown is currently receiving chemotherapy treatments in Florida. Please keep her and husband Mike in your thoughts. Cards and letters can be sent to:

Darlene Brown
506 19th Street
Virginia Beach VA 23451

Long-distance member of TRAACA Bob Bond has been moved to a lower level of care but is still in serious condition with a breathing tube. They are working towards getting him into a rehab facility. Please keep him and wife/member Pam Bond in your thoughts. Cards and letters can be sent to:

Robert Bond
699 Highpoint Circle
Langhorne PA 19047-5160

Please provide Member Care/Sunshine Report information on TRAACA members to Bob Stein at posti@aol.com or 588-6200.

Members celebrating birthdays in February

Curtis & Sheryl Cook
John & Marie Gancel
John & Carol Peters
Henry & Myrna Robson
Dennis & Carla Anne Sobota
Bob & Ginger Watson

Welcome to Our New Members!

Anthony "Tony" Miller
Ronald & Kimberly Stites



Other Regional and Local Events

MARCH 2022

- 12 Chesapeake Region AACA 47th Annual Swap Meet West Friendship, MD
- 25-26 Sugarloaf Mtn Region AACA 52nd Annual Swap Meet Westminster, MD
- 26 Middle Peninsula Classic Cruisers Daffodil Car Show Gloucester, VA

APRIL 2022

- 2 4th Annual George E. Smith Memorial Car Show Virginia Beach VA
- 7-10 Charlotte AutoFair Hornets Nest Region AACA Concord, NC
- 16 2nd Annual Tidewater Mopar Club Spring Fling Cruise-In Suffolk, VA
- 20-24 Spring Carlisle Carlisle, PA
- 22-24 Goodguys 7th NC Nationals Raleigh, NC
- 23 Virginia Chevy Lovers Spring Dust-Off Car Show Virginia Beach, VA
- 23 22nd Annual Williamsburg British & European Car Show Williamsburg, VA

MAY 2022

- 13-14 Mid-Atlantic Swap Meet Luray, VA
- 13-14 Carlisle Import & Performance Nationals Carlisle, PA
- 19-22 Cruisin' Ocean City Ocean City, MD
- 28 Virginia Beach Strong Car, Truck, and Bike Show Virginia Beach, VA

JUNE 2022

- 3-5 Carlisle Ford Nationals Carlisle, PA
- 11 Richmond Region AACA Car Show Richmond, VA



EDITOR'S DESK

Doug Grosz
traaca.mudflap@gmail.com

It's February, and Punxsutawney Phil saw his shadow so six more weeks of winter! Growing up in western Pennsylvania, listening to that forecast was part of the February 2 tradition. I have never traveled to see Phil even when I had family that lived in Punxsy as we would say in Pennsylvania. I always chuckle when people get upset hearing the six more weeks of winter forecast, because metrologically there is six more weeks of winter to go on February 2.

So what does that mean for us as a car club? Plenty, it means that the days are starting to get longer and the temperatures will begin to increase. So lets start thinking about getting the garaged cleaned up and the cars ready to start driving soon.

AS you can see our Installation Banquet is this month after snowfall delayed the January meeting. We also have activities on the calendar starting in March. We can still use help on activities or ideas for additional activities so please speak with a board member if you

have ideas. Some of you are probably going to the AACA National Convention in Gettysburg, if so, please enjoy it.

Enjoy the articles by our wonderful writers and please consider helping with the AACA Grand Nationals that we are hosting in May at Founders Inn. Contact Marion McAlpine or Barry Basnight to volunteer. You can also assist by donating items for the silent auction at the Grand National or by placing a photo of your car in the program, See page 2 for details.

Looking forward to seeing you soon.

Doug



1934 Packard 1108 Twelve in the Bob Bahre Collection in South Paris, Maine



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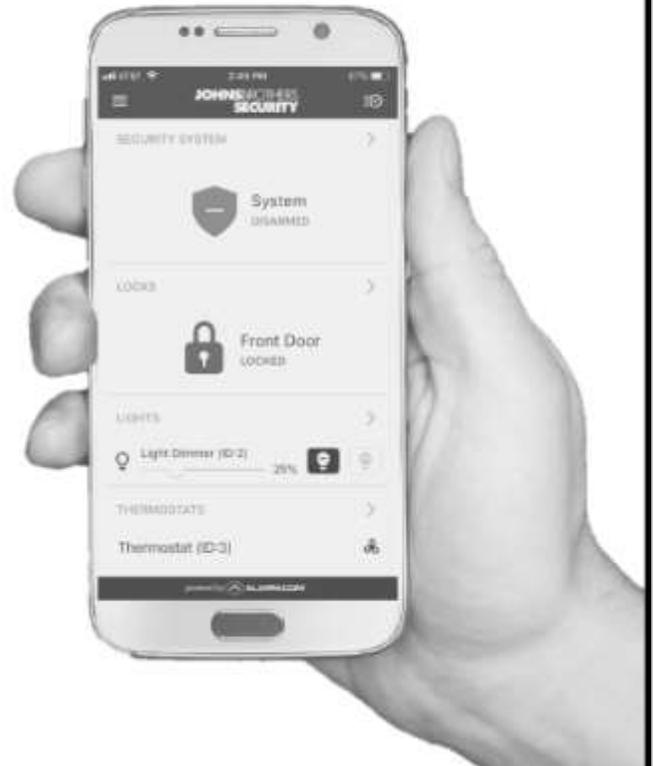
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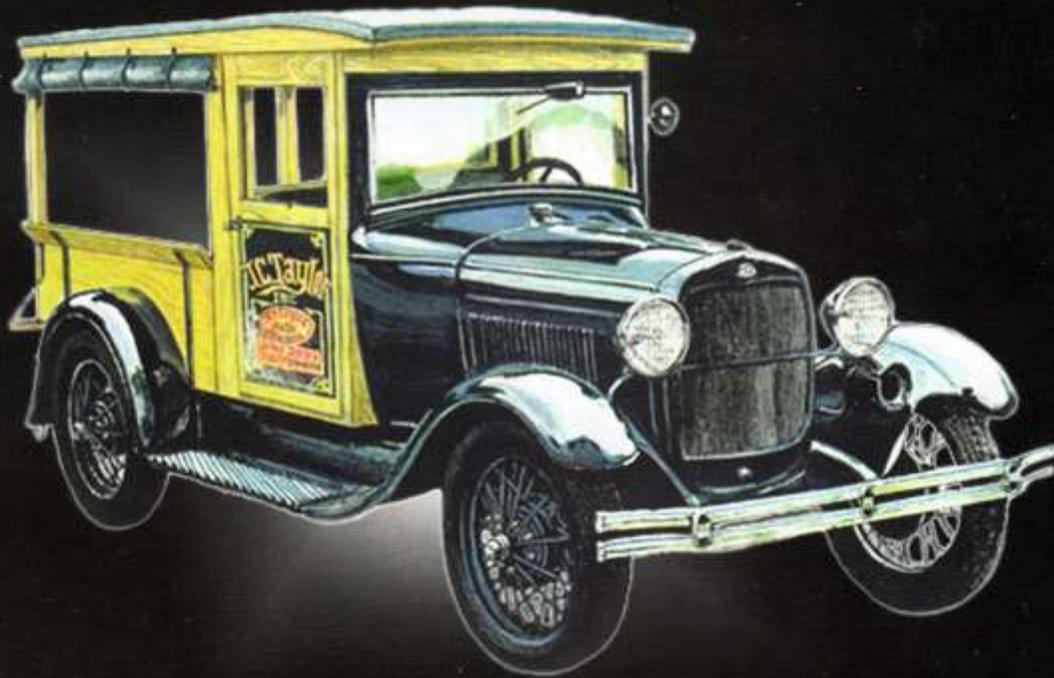
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