

The Mudflap



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

Volume 60, Issue 3

March 2016

TRAACA & HVPRAACA Bruton Parish Church Concert & Dinner Williamsburg, VA Saturday, March 5, 2016

On Saturday, March 5th, 2016, the TRAACA, HVPRAACA, and the Cadillac Club are linking up in Williamsburg, VA, to attend a concert at the Bruton Parish Church followed by dinner at Sal's Restaurant. The Bruton Parish Church, erected in 1711, is located at 331 W. Duke of Gloucester Street in Williamsburg. The concert begins promptly at 2:30 PM, so allow plenty of time to get there and park.

Parking is in front of the church on Duke of Gloucester Street. The street is normally opened only to pedestrians, but it will be opened to us so our cars can be viewed and photographed. *(Please drive with caution on this street as tourist pedestrians routinely traverse the area.)* The event is at a historic venue, providing a great background for your vehicles.

The concert will be unique, rich in character, culture and professionalism.

The performing musicians will be Rebecca Davy, music director & organist at Bruton Parish, and Thomas Marshall, organist at Williamsburg United Methodist Church. Both will perform duets and solos on the 105-rank Aeolian-Skinner pipe organ and Eric Hertz double harpsichord. Soprano Tara Davy will sing a set of solo vocal pieces. The concert will last one hour and include a mixture of familiar and unfamiliar musical scores, ranging from fun to more serious.

After the concert, there will be time to meet the musicians and take photographs in and around the church. From there, it's on to Sal's by Victor Italian Restaurant (1242 Richmond Road, Williamsburg, VA 23185) for a great Italian dinner. If you plan to attend, please contact Tony Scarpelli at scarp02@aol.com or call him on his cellphone at (757) 810-1600.



CAUGHT IN THE HEADLIGHTS—Betty & Terry Banbury with their Everett-Morrison Cobra roadster. Read the story on Page 10.



TRAACA CALENDAR

Check local.aaca.org/tidewater for the latest info on upcoming events!

MARCH 2016

- 1** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 5** TRAACA & HVPRAACA Joint Acty
Bruton Parish Church Organ
Concert (followed by dinner)
Williamsburg, VA
- 12** TRAACA Swap Meet
Military Aviation Museum
Virginia Beach, VA
— Note the new location this year —
- 17** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 26** Tour of Blackwater Engines
Virginia Beach, VA

APRIL 2016

- 6** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 15-** TRAACA Spring Fling Tour
- 17** Hatteras, NC
- 21** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 29-** ODMA 63rd Annual Meet
- 30** Martinsville, VA

MAY 2016

- 3** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 14** TRAACA Square Car Tour
(route to be determined)
- 19** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 21** TRAACA Special Tour
(location & route TBD)

From the Driver's Seat

Jim Villers
TRAACA President
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The last few days have felt almost like an early spring; the weather warmed and the call of the open road began to echo down the rural roads. I don't believe that I am alone as there were over a dozen vintage rides at our February dinner meeting. Our driving season began with the Winter Blast on 30 January and the Winter Warm-Up Run on 27 February, and will continue with a drive to Williamsburg on 5 March for an organ concert. The Activity Committee is providing something for everyone, so let's buckle up and enjoy the ride.

The warm weather is also an encouragement to migrate back into the garage and focus on some projects that were delayed during the cold spell. I was recently helping Ron Pack remove his car's transmission, driveshaft, and broken exhaust manifold in his well-heated garage. We were joined by other club members who made it both a social and productive workday. I have found that working on cars together enhances the enjoyment, especially if the day is broken up with a relaxing lunch. It is surprising how quickly a complicated job can proceed with three or four

pairs of experienced hands focused on the task.

Last month, at least thirty members attended the AACA National Meeting in Philadelphia. If you have not attended one of these gatherings, put it on your bucket list. There are presentations on topics from Web management, restoration details, and the history of brass cars, to Linda Pellerin's travel guide of Cuba. We added to that the club spirit by wearing our blue National Meet shirts and donning sequined bow ties prior to our own "Bow Tie" Bob Parrish being introduced as the new National AACA President in a ballroom filled with at least 400 members. TRAACA always has fun.

One of Bob's first actions as President was to introduce a new Military Sponsorship Program. This program focuses on attracting retired military members into AACA through providing a one-year free membership and coordinating with local regions so that the military members can be welcomed by a local club at their new retirement home. I was proud to support Bob at the Annual Membership Meeting by announcing that the Tidewater Region was donating \$1,000 to support this initiative. As this program brings new faces to our club, we all need to make the effort to offer them a warm welcome.

So much to do, so little time. Let's have fun: it's an old car kind of day!

Jim



2016 TRAACA Officers & Board

President - Jim Villers: 190sljim@cox.net
Vice President - Mark McAlpine:
mmmcalpine05@msn.com
Secretary - Julie Hobbs
Treasurer - Marion McAlpine
Board - Matt Doscher
Board - Wayne Milligan
Board - Skip Patnode
Board - Bill Treadwell
President Emeritus - Wes Neal

Visit us on the Internet at:
www.traaca.com

Call Captain's Corner

Calling Tree Chief Captain: Margie Ives
(757) 547-2234

<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Margie Ives	547-2234
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Cindy Overton	252-202-3291
Howi—Kni	Wayne & Carol Milligan	548-1242
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
Tre—Wor	Toni McChesney	456-2806

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

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From the Running Board
Feb 3, 2016 TRAACA Board Meeting Minutes

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Minutes of the February 3, 2016 TRAACA Board Meeting

Present were Jim Villers (President) Mark McAlpine (Vice President) and Julie Hobbs (Secretary) Board members present were Matt Doscher, Wayne Milligan, Skip Patnode, and Bill Treadwell. Members present were Wes Neal, Frank Lagana and Bob and Dot Parrish

Jim Villers called to order; 6:30 PM there was a quorum present.

Motion: Jim Villers “ no need to approve minutes of previous meeting as they have already been reviewed in the mudflap.” Motion and second agreed

Treasurers Report; Marion absent; Jim Villers stated the Installation Banquet is still a question on the budget; Holiday Brunch and subsidized Award banquet included.

Committee Reports:

Status of the audit - Meeting tomorrow by the Audit Committee and it should be ready to approve.

Some suggestions are being made by the Committee

Mark McAlpine - 16 advertisers have paid their dues . Activities calendar is included in the mudflap this time.

Activity: Matt reports that everything is set up for Hertford trip.

Committee - Toni - working on organ concert for Williamsburg

Swap Meet March 12 on the website; Virginia Beach may charge additional \$10 fee as an afterthought. The club will pay the fee. Permit has been filed by Kitt.

Membership: 146 paid members 27as of 31 January 2016 and renewals are being followed up by Jim Villers we will close out the membership mid month and ready for print mid March

Wings and Wheels improvement We will enforce cut out date for preregistration and create a volunteers list with assignments so that everyone will be familiar with who is responsible for what business.

Sunshine: “Read by Matt Doscher

Old Business: Call Tree Chairman still needed.

New Business: Silver Name Badge : A draft of the Silver Name Badge Policy was distributed prior to the meeting by President Villers. The following policy was passed by voice vote

A Silver Name Badge is presented to members to celebrate their long association with TRAACA. Members and spouses who have twenty five calendar years association with TRAACA shall

be honored with a silver name badge. The initial year will be the first calendar year prior to the date of the first roster listing the member. Association years are the number of calendar years since the initial year.

The Silver Name Badge should be awarded at the Awards banquet at the beginning of the members 25th calendar year.

In addition, the spouse of a person eligible for a Silver Name Badge will also be presented with a Silver Name Badge. Once a Silver Name Badge is awarded it will continue to be authorized. Gold Name Badges will be awarded for fifty years of membership calculated in the same manner as the Silver Badge.

Military Sponsorship Program : Bob Parrish asked for the floor. Bob will be introducing a Nation AACA “ Military Sponsorship Program “ which will offer free AACA membership to retiring military.

Matt Doscher introduced a motion “to donate \$1000 to AACA Military Sponsorship Program “ Wayne Milligan seconded the motion and the motion passed by voice vote.

Adjournment: There being no other business, President Villers adjourned the meeting at 8:15 Pm.

The next TRAACA Board Meeting will be Tuesday March 1, 2016 at 6:30 at the Airport Hilton Hotel

Respectfully submitted:

Julie Hobbs
 Secretary

EDITOR’S NOTE: At the direction of the TRAACA President, the February Board Meeting Minutes are printed exactly as submitted with no editorial corrections.

TRAACA March Dinner Meeting
Thursday, March 17, 2016

This month’s dinner meeting is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA 23502. Social hour begins at 6:00 PM and dinner is at 7:00 PM. Dinner will be appropriate for St. Patrick’s Day: corned beef & cabbage, Brunswick Stew, Shepherd’s Pie, Irish veggies, soda bread, and chef’s choice of dessert.

Please remember that if you sign up for a club dinner, you are committed to paying for it whether or not you attend. Unless someone who hadn’t signed up for the dinner comes and offsets your absence, the club must pay for your meal and loses money if you don’t pay. Thank you for your understanding and cooperation.



TRAACA Winter Warm-Up BBQ Run

Saturday, February 27, 2016

Story by Marion McAlpine. Photos by Bob Stein.

On February 27th, TRAACA members gathered for the Winter Warm-Up BBQ Run and Treasure Hunt. The tour commenced in Chesapeake, where participants met to obtain the driving instructions and the clues for the treasure hunt. Members were warned to follow the rules of the treasure hunt closely, not to cheat, to write legibly (and in proper English—no foreign, Yankee, or cuss words), and—above all else—have fun. The penalty for not observing the rules could result in paying Terry Bond’s bar tab.

The group set off on the quest for bragging rights in winning the treasure hunt and to have lunch at the end of the journey. After meandering through the back roads of Chesapeake, the tour stopped for a short break at the Dismal Swamp Canal Welcome Center. (Some people commented about four avid Chevy lovers riding in a Ford Thunderbird.) The run continued south down nice paved back roads into North Carolina and ended at Captain Bob’s restaurant in Hertford, NC.

After enjoying lunch, the group checked their answers to the scavenger hunt questionnaire. There were several

groups tied for the most correct answers and a tiebreaker question determined the winners. After awarding prizes to the winners, people departed for home.

Fifty-three TRAACA members and their guests participated in the Winter Warm-Up. Those present included Jerry & Ellen Adams and their daughters Abby & Kaylan, Terry & Sue Bond, David & Faye Curl, Matt & Vickie Doscher, John & Marie Gancel, Gordon Garnett, Richard & Sandy Hall, Chris & Jean Harris-Evans, John & Lynn Heimerl, Frank Lagana, Jeff & Pat Locke, Mark & Marion McAlpine, Mickey McChesney, Dana & Debbie Meadows with two guests, Dewey & Maxine Milligan, Wayne & Carol Milligan, Tom Norris & Missy Hespenshide, Cindy Overton, Bob & Dot Parrish, Jack Pavlidis, Hilary Pavlidis, Tony & Leslie Scarpelli, Bob Stein with three guests, Neil & Marty Sugermeyer, Viator Trudeau with two guests, and Jim & Betty Villers.

Thank you to Terry Bond, Matt Doscher, and Neil Sugermeyer for organizing the event. Whether driving in a classic or modern vehicle, the group was “warmly” pleased and a great time was had by all.



Matt Doscher giving the pre-tour instructions and safety briefing



Debbie Meadows by her & Dana’s 1949 Packard Station Sedan



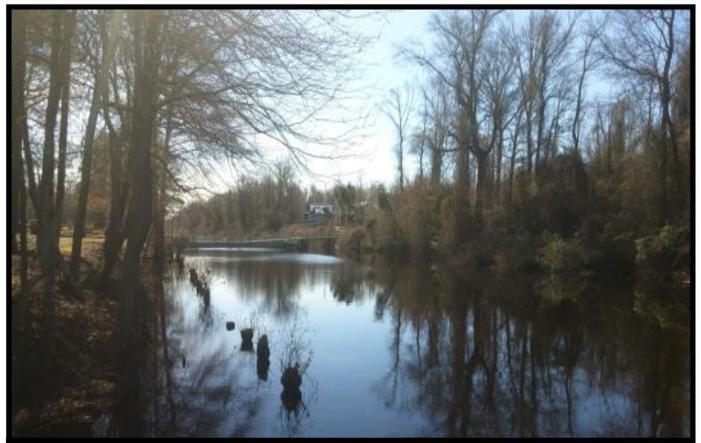
Bob Stein’s 1937 Pontiac at the Great Dismal Swamp pit stop



Cindy Overton’s 1956 Ford Thunderbird



Our midway rest stop was at the Great Dismal Swamp Canal



A picturesque view of the Great Dismal Swamp Canal



David Curl & his 1931 Ford Model A Sport Coupe



(L-R) Sandy Hall, Leslie Scarpelli, Maxine Milligan, and Carol Milligan conversing at the Great Dismal Swamp Welcome Center



Frank Lagana talking with an admirer of his 1980 Oldsmobile 98



John & Lynn Heimerls' 1956 DeSoto Adventurer



Hilary Pavlidis posing with Capt Bob



Terry Bond giving members the answers for the treasure hunt



AACA 80th Annual Meeting Philadelphia, PA



Thursday-Saturday, February 11-13, 2016

Story by Marion McAlpine. Photos by Mark McAlpine & Bob Stein.

What an exciting year 2016 will be for the Antique Automobile Club of America (AACA), the Tidewater Region of the AACA (TRAACA), and especially for fellow TRAACA members Bob & Dot Parrish, the new AACA National President and First Lady. Bob and Dot are great assets to the TRAACA and are going to be awesome leading the AACA in 2016.

Mark and I traveled to Philadelphia, PA, on February 11-14, for the AACA's 80th Annual Meeting and National Awards Banquet. This was our third time attending the annual meeting and this year, as in the previous two years, we had a wonderful time.

We caravanned to Philly on Thursday, February 11th, with fellow TRAACA members Terry & Sue Bond, Bill Colburn, Neil & Mary Sugermeyer, and Jim Villers. Thankfully the weather and traffic were both great. We stopped at Jimmy's Restaurant (a favorite of many TRAACA members) in Delaware for lunch along the route. We arrived in Philadelphia in the late afternoon. After checking into the Sheraton (the host hotel), we walked Heidi, our 12+ year-old German Shepherd, who wore her TRAACA jacket (made by Marty Sugermeyer). Heidi enjoys the attention she receives (people think she is a service dog) as she prances around the hotel and city. We returned to the hotel and set off for, you guessed it, dinner at another TRAACA members' favorite—Mace's Crossing. The rest of the evening was uneventful.

Friday and Saturday were busy days full of seminars. Four TRAACA members presented seminars: Terry Bond spoke on "Brass is Beautiful," Tom Cox was part of the panel for "The Appraisers" TV Show; Dick McIninch was part of the Auto Appraiser Group (AAG) panel; and Linda Pellerin presented "Cuba: A Step Back in Time."

Friday evening 24 TRAACA members walked a couple blocks to the TGIF restaurant for dinner. We stayed close to be sure we could arrive back to the hotel in time for the Annual AACA Museum Auction. After the auction many of us enjoyed the hospitality of the AACA and J.C. Taylor Group hospitality suites in the upper floors of the hotel. The view of the city from the suites is always fantastic.

On Saturday Jim Elliott was recognized as a Director and Tom Cox as the new Executive VP. Mark & I were honored to receive the AACA Master Editor Award, and Bob Stein received the Master Web Master Award for the 17th consecutive year. (He has won this award every year that it has been offered)! AACA National Vehicle Awards were presented to Terry & Sue Bond (1912 Triumph motorcycle), Bob & Linda Pellerin (1937 Volvo), Sal & Jo Ann Saiya (1935 Packard) and Bill Thumel (1968 Shelby Mustang).

The highlight of the trip was at the AACA General Membership Meeting on Saturday afternoon. Over 25 TRAACA members (aka "the Blueberry Patch"), wearing our blue TRAACA sweatshirts and t-shirts, were led by Bob Stein (who purchased sequined bowties for the group) in a "salute" to Bob "Bowtie" Parrish. We stood on command, donned our bowties, and then returned to our seats. Bob Parrish handled the ordeal well (he didn't blush too much), stating he "never knows what to expect from the Blueberry Patch." Just wait until next year when Bob completes his term as AACA President and fellow TRAACA member Tom Cox assumes the presidency!



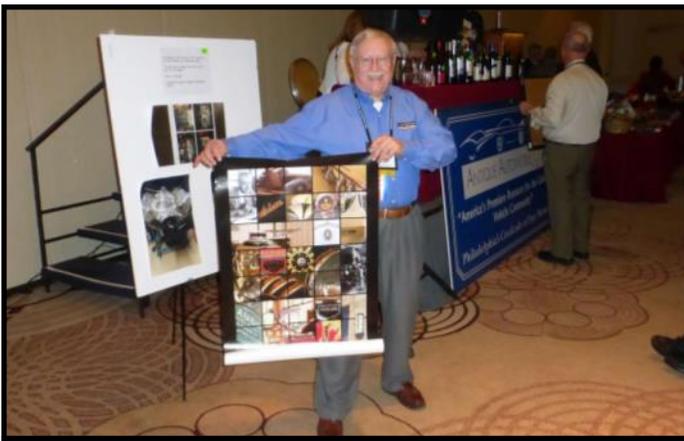
Cindi & Reggie Nash flashing in the lobby



The TRAACA banner hung proudly in the lobby of the Sheraton



The Milligan clan, Saiyas, and other TRAACA members at dinner



Terry Bond doing his Vanna White imitation at the AACA auction



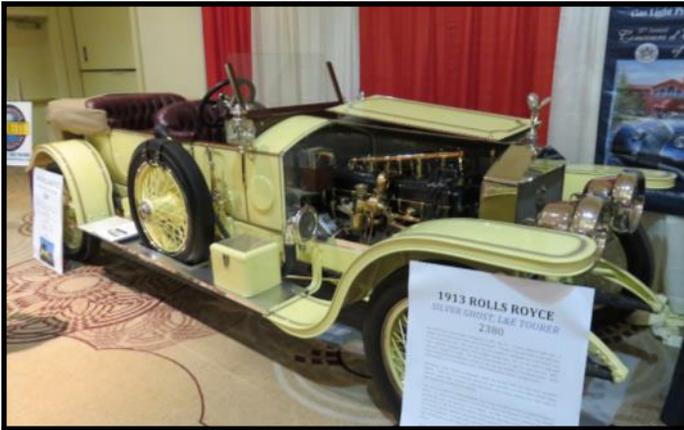
Tom Cox (second from left) on "The Appraisers" seminar panel



Bob Stein, Jim & Donna Elliott, and Marion McAlpine at lunch



National Award Winner—1934 Pierce-Arrow 840A



National Award Winner—1913 Rolls-Royce Silver Ghost



1935 Cadillac 355D-20 convertible coupe



Bob Stein & Linda Pellerin at Linda's seminar on Cuba



Sal & Jo Ann Saiya with their family and Bob & Dot Parrish



Still Collecting Stuff — *Screw-on Hubcaps* By Terry Bond

I'm almost tempted to use this column to tell you a great story about a flea market vendor who once set his hubcap collection up for sale right next to me at a swap meet in York, Pennsylvania, years ago, but I'll save that for another time—or just ask me.

For now, though, I'll tell you about another interesting collectible that I've dabbled with for years. Hubcaps! To be specific, early screw-on hubcaps. I was motivated to head in this direction for this article because of a recent find in an antique shop. We had been debating the specifics of the "mystery car" in the February issue of *The Mudflap* and, on the way to Philadelphia this year, we decided it was indeed a Mitchell. So, on the way home, in an antique mall, I happened to find a hubcap for a Mitchell automobile!

When I talk about collectible hubcaps, I'm not talking about those full-wheel discs in shiny chrome or center caps for American Racing mag wheels. I'm talking about those early small, screw-on caps you see on cars with wood-spoked or early wire wheels. They were also often known as "grease caps" as that was their main purpose—you packed them full of grease and they kept your wheel bearings well lubricated.

They were made from cast or stamped brass, steel, or aluminum. They often had painted inserts or tags with the auto maker's logo or name on them, and that's what makes them collectible.

How many cars were made over the years? Thousands! Thus, your hubcap collection can be quite large and even larger when you find out that different years and models of the same car had different hubcaps. It adds a whole different dimension to collecting possibilities when you try to identify what you have.



Nash hubcap

As a rule, the earlier hubcaps were heavy cast brass and were leftovers from wagon wheel days. Indeed, many early wagon manufacturers produced hubcaps that are often confused with automobile hubcaps. To some collectors, a cap is a cap

regardless if it was horse-drawn or gasoline-powered.

Later hubcaps were made from stamped brass, some of which were nickel plated. A lot of early 1920's hubcaps were stamped aluminum. Later caps of the 1930s were chrome plated. Some very high end cars even had



Hupmobile aluminum hubcap

porcelain-enameled inserts with the manufacturer's logo. Packard especially was well known for these.

As you can imagine, there are common hubcaps and very rare hubcaps. Ford, Chevrolet, Pontiac, Buick, Cadillac, Lincoln, Packard, Chrysler, etc., hubcaps will be easily found in a range of shapes and sizes. Hubcaps of the 1920s are most common.

Rare or very desirable caps will naturally be more expensive. Some very rare caps have been known to sell for over a thousand bucks! As always, condition is important.

Hubcaps are not difficult to restore provided you still have something to work with. I've found that a little simple body work can bring them back to life in most cases. Wooden dowels clamped in a vise can be used to help reshape badly bent or dented hubcaps. Sanding and buffing can bring them back to almost like-new condition. Hubcaps were usually quite substantial, so there is usually plenty of material to work with if you need to sharpen some corners or smooth out some major scrapes and gouges from road rash.

I'm not a serious collector. Long ago I set a goal for myself—try to find at least one good hubcap when I'm at Hershey each year. Sometimes I forget and don't find any. Sometimes I hit the mother lode and bring back a bag full. Most often these days I run into vendors who



Hubcaps on a vendor table at a Hershey AACA Eastern Fall Meet

think their hubcaps are made of gold! EBay has become quite silly and prices are often way beyond reasonable. I guess it's all relevant if you consider what a trip to Hershey costs—food, motel, travel, expensive walking shoes, etc. It's probably cheaper in the long run to just sit back and spend too much on the Internet!

For me however, it's the thrill of the hunt and the joy of discovery. One of my best discoveries ever was a couple of years ago at the swap meet in Charlotte. Right in the middle of Camaro alley, on a table piled with blowers and Hurst shifters, was a small cardboard box of old hubcaps. "Your choice—\$15 each." On top was a Stanley steam car hubcap. Under it was a hubcap for the rare Richmond-built Kline automobile. Who would have imagined!

Over the years I've found some gems like Palmer-Singer, Gardner, Peerless, and even a few early cast brass pieces like De Dion Bouton, 1-cylinder Cadillac, Renault, Fiat, and a few more. It's not a large collection, but I have enough to make a nice display. My collecting is not so advanced yet that I have a hard time finding them at reasonable prices. I'm collecting in the \$25-50 range, and I'm quite content with plenty more to acquire before feeling the need to spend more than that. I content myself with the occasional great discovery like that Kline cap.

You can expect to pay in the \$25 range for common stuff—cars like Oldsmobile, Pontiac, Chevrolet, etc. Watch those Ford caps though—Model T and A hubcaps have been reproduced for years. It takes a trained eye to know the difference between an original Model T cap and a reproduction, so don't ever pay more than what you can buy a repro for.

The nice thing about this collection is that even a beginning "shoe box" collector can acquire a few unique pieces.

There are a couple of great websites for your enjoyment and reference. www.hubcapcollector.com has a great gallery of caps for reference. The following website—<http://collections.thehenryford.org/Collection.aspx?start=20&keywords=hubcaps>—will lead you to The Henry Ford [museum] collection with hundreds of digital images and tons of excellent reference information.

If you can find a copy of Jack Martells' long out-of-print book of automotive collectibles, you'll find a great

section of photos there with some identification data. There are a lot of hubcaps that don't have names on them at all—just some kind of fancy logo—and it can be difficult to identify which vehicle they belong to. Also be cautious of pictures on the Internet or items offered for sale on eBay as they are often misidentified for year and even make of vehicle.

I know of at least one collector who has been putting together an alphabet display. He is having a tough time with Q, U, X, Y, Z.

When all nicely polished with properly painted backgrounds, hubcaps make a colorful decorative wall hanger for the garage or den. I have one collector friend who uses pegboard covered in felt. He screws short wooden dowels cut at a slight angle to the pegboard. He then just "hangs" his hubcaps over the pegs. That way he can rearrange them nicely. Other collectors lay them in drawers or just put them in boxes. (No fun—you gotta display your stuff, remember!)

Hubcaps can be fun things to collect—Essex, Rambler, Kline, Haynes, Mitchell, Glide, Queen, EMF, Flint, Brush, Chalmers, etc. There are thousands waiting for you, and every car had more than one, so have some fun and enjoy the hunt. Enjoy the photos and always—enjoy collecting.

Terry Bond



Scripps-Booth hubcap



Willys-Overland Whippet hubcap



Essex Motors aluminum hubcap



Oakland hubcap



REO hubcap

Caught in the Headlights—TRAACA Members & Their Cars

Terry & Betty Banbury and their Cobra Replica

Story by Terry Banbury. Photos by Mark McAlpine.



Terry & Betty Banbury's Everett-Morrison reproduction Cobra

In the mid-1990s I was planning for a retirement lifestyle. I wanted to restore classic cars, but our present house did not have a large enough lot to build a shop to accommodate my plan, so Betty and I looked for property that had acreage. We found one we liked in the outskirts of Chesapeake.

We bought the property. It had the space I wanted, but it was covered with trees, brush, and vines, so we became pioneers and cleared the land. We built a long driveway back to the spot where we decided to locate the building for our shop and built a 2,200 sq ft. 2-story shop. Betty suggested, "Why don't we turn the upstairs of the shop into an apartment, then sell our house in Great Bridge? We could live above the garage until we can build the new house." So that's what we did.

I assume that everyone knows the history of Carroll Shelby's AC Cobra. For those that do not, in the early 1960s Carroll Shelby was looking for an existing sports car that he could make into a competitive sports/racing car. He found the AC Ace in England. Using the AC body, he fabricated a tubular racing frame and added a 289 cubic inch Ford V-8, Ford transmission, and beefed up rear end. Later models received rack & pinion steering and suspension improvements.

My car is a reproduction of that car. It has a 4-inch tubular frame, a fiberglass body, and Ford components (a 289 V-8 engine, Tremec 5-speed transmission, 9-inch rear end, and Mustang front and rear suspensions). The body, frame, and interior were produced by the Everett-Morrison Motorcars company (which still exists today). Per the company website, "Everett-Morrison began when Buford Everett purchased an original mold of the Cobra and tooling for the Chevrolet Cheetah from Dean Morrison in 1983 . . ." Many people think the Everett-Morrison Cobra reproduction is one of the best produced.

My car was built in 1987 and had about 16k miles on it when I bought it in 2005. In that timeframe, Betty and I

were building our house, but I wanted a car to drive. I had a 1978 Chevrolet Corvette that needed restoration, so I bought the Cobra.

In the ten years I've owned the Cobra, I've replaced the mechanical fuel pump with an electric pump, rebuilt the Holley carburetor, replaced the original Girling mechanical brake system with a double-chamber hydraulic master cylinder system, and refinished the exhaust side pipes. I've also reupholstered the interior, installed a 5-point racing harness, and replaced the windshield with a Lexan racing windshield.

My Cobra weighs approximately 2,200 lbs. With the 300+ hp V-8 engine it has ample power, and with its high rear end gearing and low weight it gets good fuel mileage, especially for a performance car. Our Corvette is less powerful but more comfortable, so I will likely sell the Cobra. (This sounds like an old man talking—putting comfort over speed and handling.) However, until then, the Cobra is very responsive and I really enjoy driving it.



The interior of Terry's Cobra



The Cobra's 289-ci V-8 engine



Start Your Engines!

TRAACA Tour of Blackwater Engines

Virginia Beach, VA

Saturday, March 26, 2016

Mark your calendar for Saturday, March 26! The TRAACA's first activity for March is a tour of Blackwater Engines, located at 949 Seahawk Circle on the corner of International Blvd and Lynnhaven Parkway in Virginia Beach. Craig Talley (Ken Talley's son) has invited the TRAACA to tour Blackwater Engines, which remanufactures a wide range of diesel engines for truck, marine, industrial, and agricultural applications.

Plan to arrive at Blackwater by 10:00 AM when we will have coffee and donuts, along with some time for socializing, before our tour of the facility. After our tour concludes at approximately 12:00 PM, we will depart Blackwater Engines and drive a short distance down Lynnhaven Parkway to *Cheeseburger in Paradise Bar & Grill* for lunch.

So join us on Saturday, March 26. This will be a cool time to get your classic vehicle out of winter storage and exercise it before the upcoming spring events! Please e-mail Ken Talley at kenntalley@aol.com or call him at (757) 421-7534 to let him know if you are going to participate in the tour.



TRAACA Spring Fling Tour

North Carolina Outer Banks

Friday-Sunday, April 15-17, 2016

TRAACA members will be busy with fun on this year's Spring Fling Tour to the North Carolina Outer Banks. There are so many neat things to do that the tour will be three days long starting on Friday, April 15th. If you are unable to make it Friday, no worries, you can join the group Friday evening or Saturday.

Friday, April 15th: The group will meet at the Border Station in Moyock, NC, for a 9:00 AM departure. There will be a stop at Jockey's Ridge State Park where our group will receive a presentation by a North Carolina Park Ranger. Then it is on to lunch, followed by the Ft. Raleigh National Park, Roanoke Island Festival Park, and the Elizabethan Gardens in Manteo. After checking into your hotel, cocktails and dinner will be at the Blue Water Grill & Raw Bar at the Pirate's Cove Resort on the Nag's Head-to-Manteo Causeway.

Saturday, April 16th: Breakfast is at the hotel or check out a couple of local establishments, either Darrell's Seafood Restaurant or TL's Country Kitchen. Both restaurants are located on US Highway 64 in Manteo. The group will depart at 9:30 AM for the Cape Hatteras Lighthouse, followed by lunch, a visit to the Graveyard of the Atlantic Museum, and an

ice cream stop. The group will return to Manteo to freshen up before dinner at Stripers Bar & Grille Restaurant. After dinner, the Outer Banks History Center will present a program on the history and culture of coastal North Carolina.

Sunday, April 17th: After hotel check out and breakfast, the group will drive to Corolla, NC, to the Wild Horse Hummer Adventure Tours to experience the coastal woods and dunes in a special vehicle designed for exploring the Wild Horse Habitat. Or enjoy the Alligator River National Wildlife Refuge in Manteo for a film about the refuge and an Open-Air Tram Tour to explore the habitat of endangered red wolves.

To complete the weekend, our group is invited to have lunch at the home of fellow TRAACA members Rad & Margie Tillett in Kitty Hawk, NC. After lunch everyone can return home at their leisure.

For more details, a registration form, or any other questions please contact Ken Talley (757-421-7534) or Bill Wilcox (757-340-1612). There will be additional information soon on the TRAACA website, in the *Mud Speck* weekly e-mail, and in the April *Mudflap*.

The Michigan Historical Museum

Lansing, Michigan

Story by Marion McAlpine. Photos by Mark McAlpine.

When visiting Michigan over the Christmas holiday Mark and I decided to visit the REO Olds Transportation Museum in Lansing, MI. So we drove 1.5 hours to Lansing, with questionable weather as it began to snow en route, only to find that the museum was closed. Although it wasn't on its website or their answering machine, the museum was closed between Christmas and New Year. (This poor communication may partially explain why Oldsmobile went out of business.) So we went to Plan B.

Nearby the Olds Museum is the Michigan Historical Museum (MHS), which was open that day. The MHS has five floors of exhibits pertaining to Michigan's history. We, of course, went immediately to the floor that featured the automotive history galleries.

Just outside the elevator the journey begins with a "Horseless Carriage"—a 1903 Curved Dash Olds created by R.E. Oldsmobile. After walking into a large atrium, there is a life-size replica of a Ford Model T chassis being rolled down a two-story ramp to be joined temporarily to a body in an open courtyard. This depicted the way the cars were assembled at the Ford Motor Company's Highland Park Plant in Detroit, MI. Following this display is a large photograph of the Ford Highland Park Plant, the first automobile plant with a mass production, movable assembly line. The plant was four stories tall & employed thousands of workers.

Immigrants to the United States encouraged relatives to move to Michigan "where jobs were plentiful and wages high." By 1920, it was reported that one in every five Michiganders were foreign born. By 1914 Michigan-made automobiles reportedly made up almost 78% of the cars and trucks made in America.

The journey continues along a cobblestone street—a replica of a 1920's Michigan street scene. Included on the street are a movie theatre, the facades of both a J.L. Hudson Department Store and an S.S. Kresge Co. 5-10-25 Cent Store, and a Durant Motors automobile dealership showroom. There was a beautiful 1925 Flint Motor Co. touring car on display in the dealership. (Flint Motor Co. was part of Durant Motors, founded in 1921 by William C. Durant, who founded General Motors in 1908.)

Upstairs there was a replica of a 1920's speakeasy, a beauty salon (with scary-looking metal perming rods), and a bakery. Subjects for a different article perhaps. Time to get back to the subject at hand—automobiles.

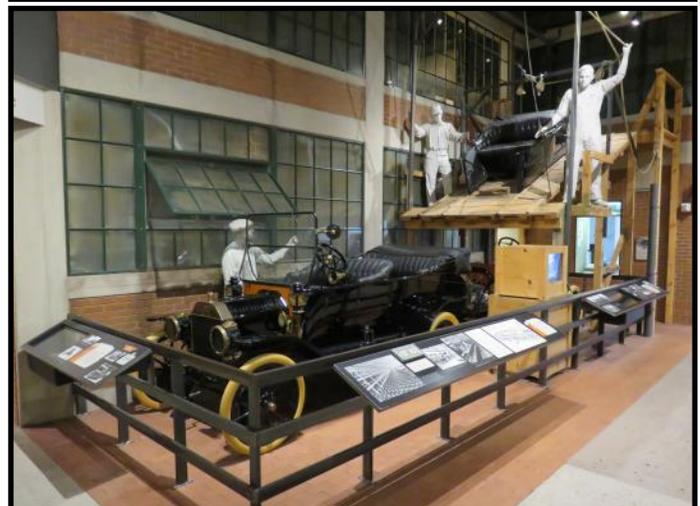
In 1914 Michigan had sixty-five operating auto firms. Most of these companies failed before building their first car or soon after—they lacked money or technical knowledge needed to succeed. Some manufacturers merged, but many still failed. By the end of the 1930s reportedly fewer than 20 corporations and independent



The REO Oldsmobile Museum in Lansing, MI. It looks very nice from the outside. It's probably even more interesting when open.



1903 Curved Dash Oldsmobile



Replica of Ford Model T's having their bodies attached at the Highland Park Assembly Plant

automobile manufacturers survived.

According to one display, in 1909 the nation's first mile of concrete highway was built by the Wayne County Road Commission on Woodward Avenue, between Six & Seven Mile Roads, in Detroit, MI, at a cost of \$13,537. Woodward Avenue still exists today and is many miles long out to suburbs of Detroit. (Many people are familiar with the Woodward Dream Cruise, which occurs every August and brings out thousands of classic and customized autos.)

Continuing through the museum, there is a miniature "custom" car on display from the 1930s. Frank D. Green, Sr., cut down the body of a Willys-Overland to create a single-seater roadster. The 60-HP, V-8 engine came from 1930's Fords. The hubcaps have the distinctive "DB" emblem from Dodge Brothers.

During World War II both Michigan's Ford Motor Co. and Ohio's Willys-Overland Co. made over 600,000 tough vehicles for military use. These vehicles were nicknamed "Jeeps." (Whether the nickname came from the cartoon character Eugene the Jeep or is derived from the Ford name Model GP—meaning general purpose—or from some other source is unclear.)

The auto industry also played a part in aviation during WWII. In 1940 Buick Motor Division in Flint, MI, built a record 310,000 automobiles. During the war, some Buick plants were retooled to produce Pratt & Whitney air-cooled radial aircraft engines, and Buick produced 133,000 such engines by the end of the war. There is a Pratt-Whitney engine on display at the MHS museum.

There was a large display of automobilia from the 1957 Detroit Auto Show. Many familiar names—Studebaker, Packard, DeSoto, etc., were splayed along walls. There were two beautiful cars on display: a 1957 Plymouth Fury and 1957 Chevrolet Corvette. Three auto dashboards were displayed: a 1958 Edsel Corsair dash with "Teletouch" push button controls; a 1957 Oldsmobile dash described by *Motor Life* magazine in May 1957 as "... the dash that outglitters them all. Too much, probably;" and a 1957 Chrysler Imperial dash, which *Motor Life* said was "one of the best-looking and most functional dashes of 1957."

Although the MHS museum was not our original destination that day, we enjoyed the visit and highly recommend visiting it if you are ever near Lansing.



1957 Detroit Automobile Show display at the MHS



The replica Durant Motors automobile dealership



1925 Flint touring car



Frank D. Green, Sr.'s customized Willys-Overland mini-roadster



More of the 1957 Detroit Automobile Show display at the MHS



AACA Military Sponsorship Program

By Bob Parrish, AACA President

(Reprinted from the February 2016 AACA *Speedster*)



This is a new AACA membership program I would like for you to get to know. It will be known as “The Military Sponsorship Program.” This program will introduce retired military members to America’s premier collector car organization, the AACA. This would be a one-year complimentary membership (a \$35.00 value) for first-time members only. These memberships would enjoy the same club

benefits as all of our members. “Retired” is defined as someone that has had a career in military service and receives a military pension or someone that retired with a disability from the military. What a patriotic way to expand their hobby interest and show our gratitude for their service for the protection of our country.

These people have lived all over the world and have settled down, and some are ready to pursue a hobby; perhaps antique cars are something they have always been interested in, and we can make the introduction.

This program will be promoted on the AACA Region/Chapter level and an attempt will be made to match this new member with a local Region/Chapter where they reside. Regions and Chapters will be encouraged to invite these new members to a

meeting or activity and also consider giving these new members a one-year complimentary membership to the respective Region/Chapter.

The different military services have Retiree Services Offices throughout the country to provide assistance to and connect with military retirees in their respective locals. These individual Retiree Services Offices plan various retiree activities, which usually include an annual Retiree Appreciation Day. The Retiree Appreciation Day is an event that may have guest speakers, luncheon, seminars, etc., designed to keep retirees informed about services for them. This would be a good venue to promote the AACA Military Sponsorship program.

Applications will be available from AACA National Headquarters and hopefully accessible on-line in the near future. Startup funding will be provided by AACA. Corporations, Regions/Chapters, and individual contributions are welcome.

The number of memberships are limited by the funding available.

Applications should be mailed to and questions regarding this program can be directed to:

Holly Forester, LTC, U.S. Army (ret.)

1225 Smokey Mountain Trail

Chesapeake, Virginia 23320

foresterh@yahoo.com



Authenticity Comes First

By Dain King, AACA Chairman Judges Training

(Reprinted from the January 2016 AACA *The Judge* newsletter)



Please allow me to introduce myself. I am Dain King from Macungie, Pennsylvania. I attended my first real car show in 1952 and had a ride in a yellow Stutz Bearcat or a Mercer Runabout. I was hooked. I have been a member of AACA for over 30 years and attended Judging School for the first time at the Annual Meeting in Philadelphia in 1995. I was again hooked.

I have judged continually, earning 115 credits, and became a Certified Team Captain along the way. I am privileged to serve you by teaching the AACA Judging School for 2016 at each National Meet.

I would like to thank previous instructors, including Dr. Fred Young, Al Terek, Ron Rubinstein, and especially Read Majors, plus all of the others who implanted the many words of wisdom, such as, “If in doubt, don’t deduct.” Years ago, we were advised that only the 1952-53 Allstate could be seen with Allstate tires or batteries. Today, we are advised that specific brands of tires or batteries don’t matter.

I have learned so much from many other judges, especially Don Bohne, Jack Armstrong, Fran and Joe Vicini, Hulon McCraw, Herb Oakes, and several apprentice judges, who bring to the judging table a fresh quantity of knowledge.

My goal is to impart the information contained in the Guidelines to my fellow judges, so that we may continue the tradition of rendering a fair and honest evaluation of the vehicles presented on the show fields.

Remember: **AUTHENTICITY comes first, then condition.**

In Bob Stubenrauch’s book *The Fun of Old Cars*, written in 1967, he references the AACA. He mentions, at that time, there were only 22 classes. The following is his quote on authenticity:

“During your restoration work, hew to the straight and narrow line of authenticity. It will be frustrating at times to be held up for the lack of some minor part or accessory. When you are tempted to put those parking lights from a Studebaker President on your Packard because they look “pretty close,” go out for a round of golf instead. . . . Authenticity is vital to selling your car, should the time come, and a restored automobile is really only a worthy addition to our genuine Americana when it is entirely authentic.”

Attention Judges Attending the AACA Special Meet in Auburn, Indiana—May 5-7, 2016!

You are invited to attend a two-hour concert Friday night of the meet, tentatively scheduled for 6:30 PM at the Auctions America facility, featuring the former house band for the House of Blues in Chicago: the 8-piece band known as the *Bluz Brothers*. An open bar, courtesy of Auctions America, will be provided. This is another great reason to attend this meet. Free passes to the auction as well. If you wish to attend the concert, please e-mail judge@aaca.org and specify if you need one or two passes.

Mystery Car Identified

Last month we ran the photo below and asked for help in identifying the car in the photo for the Custer County Historical Society in Nebraska. Two members helped identify the car: Neil Sugermeyer initially identified it as a Haynes Light Six, but knew there were slight differences (hinge, badge, etc.). Terry Bond identified it as a 1917 Mitchell. Once we knew it was a Mitchell, we tracked down photos online and determined that it was a 1915 (because of the colors on the radiator badge).



TV Show Car Quiz

By Marion McAlpine

We hate to admit it, but some of us have watched *way too much* television over the years. However, not all of that time has been wasted. Okay, maybe it has, but it will help you with this month's quiz. Identify the cars featured in these old television shows. (The answers are at the bottom of the page.)

- 1) What kind of car did Maxwell Smart drive in the show *Get Smart*?
- 2) What kind of car did Bo & Duke Hazzard drive in *The Dukes of Hazzard*?
- 3) What kind of car did Jim Rockford drive in *The Rockford Files*?
- 4) What kind of car did Dan Tanna drive (and park in his living room) in the show *Vega\$*?
- 5) What kind of car did Simon Templar drive in *The Saint*?
- 6) What kind of car did Amos Burke drive in *Burke's Law*?
- 7) What kind of car was in the show *My Mother the Car*?
- 8) What kind of car did Danny McCoy drive in the show *Las Vegas*?
- 9) What kind of car did Tod Stiles & Buz Murdock drive in *Route 66*?
- 10) What kind of car did the Monkees drive in the show *The Monkees*?
- 11) What kind of car did Joe Mannix drive in the show *Mannix*?
- 12) What kind of car did Rick Simon drive in *Simon & Simon*?

ANSWER: 1) 1965 Sunbeam Tiger; 2) 1969 Dodge Charger; 3) 1974 Pontiac Firebird Esprit; 4) 1957 Ford Thunderbird; 5) 1962 Volvo P1800; 6) 1962 Rolls-Royce Silver Cloud II; 7) 1928 Porter touring car; 8) 1969 Chevrolet Camaro SS convertible; 9) 1961 Chevrolet Corvette convertible; 10) 1966 Pontiac GTO modified by Dean Jeffries; 11) Oldsmobile Toronado in the first season; 1968 Dodge Dart GTS for the next two, then a series of Plymouth Barracuda convertibles, and finally a Dodge Challenger convertible, all modified by Barris Custom Cars; 12) another trick question—it was a truck—a 1979 Dodge Power Wagon pick-up truck.



AACA Calendar of Events

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

MARCH 2016

17-19 Winter Meet

Naples, FL

APRIL 2016

7-10 Southeastern Spring Meet

Charlotte, NC

MAY 2016

5-7 Special Spring Meet

Auburn, IN

19-21 Eastern Spring Meet

Vineland, NJ

JUNE 2016

3-4 Annual Grand National Meet

Williamsport, PA

10-12 The Elegance at Hershey

Hershey, PA

12-17 The Sentimental Tour

Salisbury, NC

JULY 2016

14-16 Central Spring Meet

North Mankato, MN

17-21 Founders Tour

Huntington, PA

31- Eastern Division Tour

3 Aug Richmond, VA

AUGUST 2016

11-13 Southeastern Fall Meet

New Bern, NC

SEPTEMBER 2016

1-3 Western Fall Meet

Cheyenne, WY

11-16 AAA Revival Glidden Tour

North Conway, NH

OCTOBER 2016

5-8 Eastern Fall Meet

Hershey, PA

20-22 Central Fall Meet

Galveston, TX

NOVEMBER 2016

5-11 Reliability Tour (Pre-1916)

Savannah, GA

FEBRUARY 2017

9-11 AACA Annual Meeting

Philadelphia, PA

The Martinsville-Danville Region AACA
Welcomes you to the
63rd Old Dominion Meet
April 29-30, 2016
Registration Form

Deadline for postmark of this registration form and funds is April 16, 2016

Name _____ Region _____

Address _____ City, State, Zip _____

Phone _____ AACA# _____ E-Mail _____

Would you be willing to judge? Yes _____ No _____ Class Preferred: _____

Please see back for determining Award sought before filling in following requested information.

Vehicle 1: Make _____ Model _____ Year _____ Class _____

Circle award sought: ODMA Junior ODMA Senior ODMA Preservation HPOF DPC Do Not Judge

Has this vehicle ever won an ODMA award? Yes No Highest award won and when:

Vehicle 2: Make _____ Model _____ Year _____ Class _____

Circle award sought: ODMA Junior ODMA Senior ODMA Preservation HPOF DPC Do Not Judge

Has this vehicle ever won an ODMA award? Yes No Highest award won and when:

Please add additional vehicles on a separate sheet of paper using the format above and staple to sheet.

I agree that the Martinsville-Danville Region AACA, Patrick Henry Community College, named sponsors, and their Directors, employees, and agents will not be held liable in any injury or damage incurred by listed show entry vehicle(s) before, during, or after the Old Dominion Meet on April 29-30, 2016. I will abide by all guidelines of this show as outlined. I further certify that I carry the required State of Virginia Liability Damage Insurance on the listed show entry vehicle(s).

Signature _____ Date _____

Number of Vehicles Registered _____ @ \$20.00 each = _____

Saturday Night Closing Banquet & Awards _____ @ \$25.00 each = _____

**Make check payable to Martinsville-Danville Region AACA Total enclosed = _____

Mail this form & check to: Marie Lawrence 1036 Log Manor Rd. Spencer, VA 24165

- NOTE: The ODMA vehicle classes are the same as the AACA classes.
1. An ODMA Junior vehicle has never won an ODMA 1st Junior Award regardless of other award wins.
 2. An ODMA Senior vehicle has previously won an ODMA 1st Junior Award in any year.
 3. An ODMA Preservation vehicle has previously won an ODMA Senior Award in any year.
 4. HPOF and HPOF Original vehicles must be pre-certified by AACA prior to participation in ODMA.
 5. ODMA will certify DPC vehicles at the show
 6. Documented Race cars (class 24) and Documented "Second Generation Collector Vehicles" (SGCV - Class 35c) must be pre-certified by AACA prior to participation in ODMA competition judging.
 7. Confirmation of registration will be sent via e-mail or self-addressed stamped envelope (SASE).
 8. Refund requests will be handled on a case-by-case basis.

For more information, go to the new ODMA website: <http://odma.aaca.com/>



TRAACA MEMBERS' PAGE

Welcome to our New Members!

C.E. & Annette Gardner
Virginia Beach, VA
- 1970 Dodge Coronet 500

Sunshine Report

Our thoughts & prayers go out to the following members:

- **Joe Geib** had knee replacement surgery in Sarasota, FL, on 1 February, and is recovering well.
- **Al Mercer**, a former TRAACA President & member since 1970, collapsed at a rest stop in Arkansas on 10 February & had to be revived via CPR. He's recovering, on blood thinners, and hopes to go home soon.
- **Lanette Knight** had knee replacement surgery in late January and is undergoing physical therapy.
- **Skip Patnode** had emergency heart bypass surgery on 16 February after suffering a heart attack in Florida. He is doing well & will remain in FL while he recovers.
- **Frank Stevens**, former TRAACA President & member since 1957, is unable to participate in club activities due to failing health, and would appreciate calls or visits from club members.
- **Rad Tillett**, a member since 1970, recently had hand surgery and is recovering well.

Please provide updates on the health of TRAACA members to Vickie Doscher at 672-3755 or vlv78@hotmail.com.



Members celebrating anniversaries in March



Mike & Darlene Brown
Keith Olson & Chris Horton
Johnny & Carol Miles
Jon & Barbara Sieck



Members celebrating birthdays in March



James Cason	Earl McLaughlin
Liz Coburn	Albert McVicker
Susan Cunningham	Cindy Overton
David Curl	Jack Pavlidis
Nancy Eberle	Bobby Sellers
Scott Hancox	Melinda Spence
Sally Hartman	Margie Tillett
Lynn Heimerl	Linda Treadwell
Wyann Kaiser	Shirley Wecht
Melanie Kordis	Larry Wickham



BAKE SALE

Saturday, March 12, 2016

Warm up your ovens as the TRAACA Swap Meet Bake Sale is around the next bend! In the past, the Bake Sale at our annual Swap Meet has supported the club by helping to pay the rent for the facility. It would be great to carry on the tradition! Please bring your bake goods to the Military Aviation Museum in Virginia Beach by 8:00 AM on Saturday, March 12th. The best-selling items seem to be cookies, brownies, and bars. We could also use some volunteers to work the bake sale table! To sign up to help, please e-mail Linda Pellerin at lpellerin2@cox.net. So, let's put on our Chef's hats and support the club! (Purchasing these goodies helps, too!)



Don Barlup & Bob Stein



Carol Milligan



Don Barlup and Sue & Terry Bond



Marion & Mark McAlpine



TRAACA Annual Swap Meet

Saturday, March 12, 2016
8:00 AM—2:00PM

Military Aviation Museum
1341 Princess Anne Road
Virginia Beach, VA 23457

— Note the new location and date this year —

Free Swap Meet admission & parking for spectators.
(Admission to museum not included.)

Vendor day of show registration: \$35 for each indoor space /
\$30 for each outdoor space
(The discounted preregistration cutoff date was 1 March)



**DOWN
THE
ROAD**

Other Regional/ Local Events

MARCH 2016

- 20  South Jersey Region AACA
45th Annual Swap Meet
Woodstown, NJ
- 25-26  Sugarloaf Mtn Region AACA
46th Annual Antique Car
Show and Swap Meet
Westminster, MD

APRIL 2016

- 2  12th Annual Virginia Chevy
Lovers Spring Dust Off
Virginia Beach, VA
- 7-10  Southeastern Spring Meet
Charlotte Auto Fair
Charlotte, NC
- 9  17th Annual Williamsburg
British Car Club British and
European Car Show
Williamsburg, VA
- 15-17  Good Guys 2nd North
Carolina Nationals
Raleigh, NC
- 20-24  Spring Carlisle
Carlisle, PA
- 24  Piedmont Region AACA
42nd Annual Carfest
Charlottesville, VA
- 29-30  ODMA Meet hosted by
Martinsville Region AACA
Martinsville, VA

MAY 2016

- 28  Twin-County Region AACA
23rd Memories on Main St.
Galax, VA

JUNE 2016

- 3-5  Carlisle Ford Nationals
Carlisle, PA
- 4  Historic Fredericksburg
Region AACA Annual Show
Fredericksburg, VA
- 10-12  Elegance at Hershey
Hershey, PA
- 17-19  Carlisle GM Nationals
Carlisle, PA
- 17-24  Lincoln Highway Tour
Cumberland, MD to Joliet, IL

JULY 2016

- 15-17  Carlisle Chrysler Nationals
Carlisle, PA



Virginia Chevy Lovers

12th Annual
Spring Dust Off

Saturday, April 2, 2016
(Rain date is Saturday, April 9, 2016)

Registration: 8:30-11:30 AM / Awards at 3:00 PM

At Finn McCool's Fishhouse & Tavern
Landstown Commons Shopping Center
3388 Princess Anne Rd, Virginia Beach, VA 23464

Open to all cars & trucks 25-years old & older

Pre-Registration: \$20 (postmarked by March 26th)
Day of Show: \$25

See VCL website for registration form: www.virginiachevylovers.org

Proceeds benefit the Cystic Fibrosis Foundation

For more info contact John Herbert at (757) 421-0749 or blkpwrfrm@cox.net



17th Annual Williamsburg



British & European Car Show

Saturday, April 9, 2016
9:00 AM—2:00 PM

Chickahominy Riverfront Park
1350 John Tyler Hwy (Rt 5), Williamsburg, VA

Pre-Registration: \$20 (must be received by April 1)
Late Registration & Day of Show: \$25

For more info: <http://www.wmbgbrit.com>



EDITOR'S DESK

Mark McAlpine

mmmcalpine05@msn.com / (757) 967-0074

I was listening recently to one of my favorite Credence Clearwater Revival songs (yes, I'm old)—*Someday Never Comes*—while driving home from work. (Man, I love Sirius radio!) I don't know if it was because I was stuck in traffic & had time to kill or if I was just in a mood, but the song caused me to pause, reminisce a bit, and reflect on the meaning of John Fogerty's lyrics. (*"Well, I'm here to tell you now, each and every mother's son, that you better learn it fast and you better learn it young, 'cause someday never comes."*) How many things have I put off with the rationalization that I could do it tomorrow, next week, next month, or next year because at the time I thought I had something more important to do or that I had plenty of time to get around to doing in the future (like all those projects we wanted to do to the Chevelle over the winter in order to prepare it for its first attempt at earning a Grand National Award—none of which I've started yet).

"Well, I'm here to tell you now, each and every mother's son, that . . . someday never comes." We're all getting older—yes, even you Tyler. (I only need to look in the mirror to be reminded of this. Every day I'm a little more wrinkled & my hair is a little grayer. I'm just happy that body parts haven't started falling off yet.) Life is

short, and we don't know our exact expiration date—it comes as a surprise to most of us. Don't put off any longer that special vacation you've always wanted to take, calling that friend that you haven't spoken with in so long, taking that class or getting that degree that you want, or—yes—going on that AACA Tour or to a national meet, buying that "new" antique car you've always wanted, or finishing that project on the vehicle you already own. Time is running out—take advantage of what you have.

And now for something completely different: my annual plea for *Mudflap* articles. Every month we want to highlight a member and his/her antique vehicle in our *Caught in the Headlights* article. We also want articles about your first car. We want to use these articles to introduce new members to the rest of the club & to find out the story behind vehicles owned by our long-time members. Your vehicle doesn't have to be a trailer queen, and the article doesn't have to be long—only about 500 words and 4-5 photos. You don't have to be a professional writer or have a degree in English or journalism. (Read my articles if you want proof.) We'll help you. We'll even come out to take the photos and, if you'd prefer, interview you and write the article for you (thanks to our intrepid reporters Matt Doscher and Marion). Don't worry—you have final approval on the article. We have one CIH article in the hopper for next month (thanks to Linda Pellerin & Matt Doscher!), but need more. So come on—please write an article and become a published author.

Mark Mc

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Charlie Dawson, EA
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757-498-1040 Office

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Department of the Treasury Internal Revenue Service
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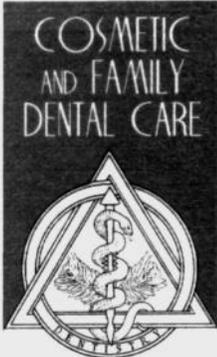
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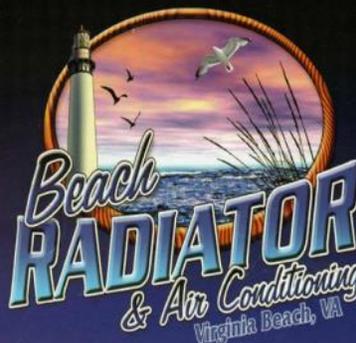
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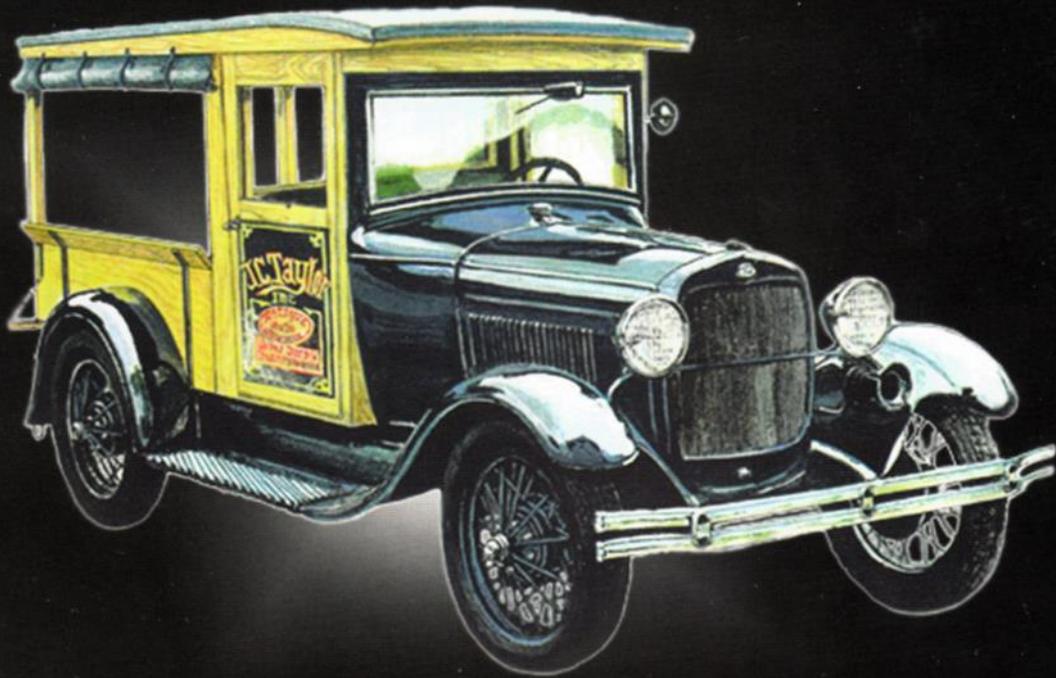
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