

# The Mudflap

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

Volume 66, Issue 5

May 2022



**Grand National at Founder's Inn is this month!**



**TRAACA CALENDAR**



**2022 Grand National**  
Antique Automobile Club of America

**May 19-21, 2022**  
**The Founders Inn**  
Virginia Beach, VA



*Set the dates aside for a great event and a great location!  
For more information, go to [traaca.com](http://traaca.com)*



**May 2022**

- 7 - Old Dominion Meet Association Annual Meet (Manassas VA) For information and registration, [click here](#) for the flyer.
- 12—TRAACA Monthly Board Meeting
- 19—21 AACA Grand Nationals Founders Inn Va. Bch hosted by TRAACA.

**JUNE 2022**

- 4 - Historic Fredericksburg Region 2022 Antique Automobile Show - Fredericksburg VA.
- 4 - TRAACA Barb-B-Que at Dewey and Maxine Milligan's - Chesapeake, VA. (RSVP required)
- 9 - TRAACA Monthly Board Meeting (6:30 PM - Mom and Pop's Family Restaurant - Norfolk VA) (Please contact the board ahead of time to arrange seating.)



*A 1948 Diamond T Model 201 pickup truck at the Motte Historical Museum in Menifee, CA. See more of the vehicles in the collection in the article on Pages 4-7.*

# President's Podium

**Tim Hund**  
**TRAACA President**  
[traacacontact@gmail.com](mailto:traacacontact@gmail.com)  
**(757) 489-1762**



## The President's Podium

50 years is a long time in anyone's book and last Thursday we were privileged to witness Bob Parrish present 50 year pins to Sandy and Richard Hall. The Hall's have been a cornerstone of our club for all those 50 years!! Thank you both for your continued service to our club.

Speaking of service, the Grand National is this month and we need everyone's help in making this event a success. Please don't hesitate in volunteering .

Details in a show car can make or break a successful car, details within the club can have the same results. It is important when filling out your yearly renewal to pay attention to the details. Make corrections, deletions and additions so that we can make contact. If your email or phone number is incorrect we may not be able to keep you in the loop.

Well the weather is cooperating and I have a car that needs exercising.

**Tim Hund TRACA President**

## 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](mailto:skippatnode@cox.net) or (757) 672-8495. Thank you for your cooperation!



ANTIQUE AUTOMOBILE CLUB  
of AMERICA

# TRAACA BBQ at the Milligan's

As the car season begins to speed up for another year, please join us for a catered Bar-B-Q lunch at Dewey and Maxine Milligan's 'barn' in Chesapeake.

This year's gathering is on Saturday, June 4<sup>th</sup> and will serve as our June Dinner Meeting. Members are welcome to arrive beginning at 12:00 noon and we plan to eat at 1:00 PM. The cost is \$15.00 per person. The menu includes fried chicken, Carolina minced BBQ, coleslaw, baked beans, green beans, hush puppies, rolls, bottled water, and dessert.

**Please respond to Skip's RSVP request by May 27<sup>th</sup>. We must have an accurate headcount.**

**WHEN:**

**EATING at 1:00 PM, Saturday, June 4th**

**WHERE:**

**Dewey & Maxine Milligan's**  
**2000 Shillelagh Road**  
**Chesapeake, VA 23323**



## 2021 TRAACA Officers & Board

- President - Tim Hund:**  
[traacacontact@gmail.com](mailto:traacacontact@gmail.com)
- Vice President - Bill Treadwell:**  
[traacacontact@gmail.com](mailto: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

**TRAACA Board Meeting Minutes** *(final approved copy can be obtained from Secretary)*

**TRAACA Board Meeting**  
**TRAACA Board Meeting Thursday, April 14, 2022**

**Officer's Present:** Tim Hund, Bill Treadwell, Douglas Grosz, Tammy Park. **Board Members present:** Skip Patnode, Dick Chipchak, Fred Cole. **President Emeritus:** Wayne Milligan **Club members present:** Harry Park

**Quorum:** Board Meeting called to order at 6:28 PM.  
**President:** Thanked everyone for taking time to be here. Busy month of May coming for the club.  
**Vice President:** Seconded comments of President.  
**Secretary's Report:** March report submitted and approved electronically.

**Treasurer's Report:** Reports were provided in an advance electronically by Tammy Park.

## COMMITTEE REPORTS:

### Activities:

March dates Bay City classics good tour. Harry said the owner of Bay City Classics enjoyed having us their and invited a return visit. The workers from Bay City Classics volunteered their time to be available to speak with the tour.

Oyster tour and drive – Tim and Skip both said it was a good tour. Very educational in growing oysters and their functions. Tour of Gloucester Museum also very good.

Activities Committee to consider scheduling a visit to the Keystone Truck Museum in Petersburg.

### Restaurants:

Board Meeting at Mom and Pop's Diner in Norfolk with a 6:30 pm start.  
 Tim is getting feedback on cost of monthly dinner meetings. Discussed and agreed to continue the club policy of no shows paying for dinner as the club must pay in advance.  
 Discussed other potential dinner meeting places. Discussion will continue. Continued discussion of contracts and issues with Chesapeake Conference Center for dinners. Discussion of other possible venues continues.

### Membership:

As of January 30, 157 memberships and 272 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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### Ongoing Business:

Grand National Updates – 245 cars registered. Host hotel full. Delta is filled. The City of Virginia Beach requires a permit for the event since it is outside of the Founder's Inn. Met with traffic control from City of Virginia Beach to discuss inflow of cars and received great feedback. Currently Mayor Dyer of Virginia Beach will attend, and the Governor of Virginia should make an appearance. EMS is required to be on site for the event. Most of the car registration fees go to National AACA.

### New Business:

Eggleston Services has volunteered their location for our annual show. Currently, there is no chairperson for our annual show.

After continued discussion from last month, we will no longer collect annual dues to AACA with the annual TRAACA dues. All members must pay their annual AACA dues directly to National in Hershey. Still need an additional representative to ODMA for the club.

No May dinner meeting because of the Grand National. June dinner meeting, the 4th, will be a BBQ at the Milligan's in Chesapeake.

Club Trailer needs a new location for storage. Tim will move to his building. Jerry and Wayne were going to organize the materials in the trailer.

Mudflap advertisers – how do we handle it with Mudflap electronic?

ODMA Car show and Banquet in Manassas this May (May 7).

### Other Business:

VPCCC Monthly Meeting Report: NSTR  
 CCCHR Monthly Meeting Report: NSTR  
 Adjourned at 7:25pm. Next board meeting is 6:30pm Thursday, May 12th at Mom and Pop's Diner in Norfolk.



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# Motte Historical Museum Menifee, CA

Story and photos by Mark McAlpine

When the Fallbrook Vintage Car Club hosted the 2019 Western Fall Nationals in Fallbrook, CA, they organized a number of fun activities for attendees to participate in. One of those activities was a bus tour to the Motte Historical Museum (and the March Field Air Museum on the March Air Reserve Base, but that's an article for a different newsletter). The museum houses a small but impressive collection of antique cars.

According to the museum's website, the Motte Historical Museum was founded through the estate of John and Evelyn Motte and established as a non-profit organization in 2007 "to showcase the history of the pioneer families in the [Perris] valley, their car collection, and document the area's agricultural roots." John's grandfather Alphonse and great-uncles Frank and Charles had emigrated from France in the late 1880s "with an interest in sheep and agriculture." In the 1930s, John's father John Victor and his uncles Frank and Charles established Motte Brothers and by World War II were one of—if not the—most prominent farming families in the area. In 1960, John Victor, along with his sons John and Leon, started his own company—Motte and Sons—eventually expanding into real estate and development.

Most of the cars in the museum are restored to original condition, but there are a few modified cars on display, too, such as a 1910 Ford Model T speedster and a 1924 Ford Model T modified over 50 years ago to be an electric vehicle. (According to the display placard, the car was constructed by Al Vivian of San Bernardino, CA, who "learned about electric cars as he was restoring a 1916 Detroit Electric for Harrah's Auto Collection.") There is

also a 1941 Ford Salt Flats track roadster, which was built in the late 1940s. The car appeared in the 1973 documentary film "Wheels of Fire" (about famed drag racers Don Garlits, Shirley Muldowney, Don Prudhomme, Billy Meyer and Richard Tharp), was donated to the Don Garlits Auto Museum, and eventually purchased by the Motte Brothers in 2008. The other two modified cars were a 1930 Ford Model A hot rod and 1932 Ford roadster hot rod displayed alongside the Salt Flats racer.

For those who love full classics, the collection also includes a 1928 Packard 4-43 sedan, a 1931 Cadillac 370A roadster, and a 1941 Lincoln Continental Mark I. True to the museum's and the Motte family's farming heritage, the collection includes a 1934 Ford Model BB pickup truck, a 1946 Diamond T Model 201 pickup truck, and two restored classic Ford tractors: a 1946 Model 2N tractor and a 1951 Model 8N. Particularly neat was a 1910 Harley-Davidson board track racer motorcycle. (Board track racing was very popular in the 1910s and 1920s. I've read articles about board track racing and seen videos of it. Those racers were fearless—although they may have been a little reckless, too. Board tracks earned the nickname of "murderdromes" for a reason.)

If you are ever in southern California, take the time to visit the Motte Historical Museum. The cars are interesting, as is the Motte family history. (Lunch in the Chinese Bistro restaurant, housed next door in old railroad passenger cars, was pretty good, too!) The museum is midway between Los Angeles and San Diego and an easy drive—less than 80 miles from each. It is worth the trip. Thanks to the Fallbrook Region for organizing the tour!



*The Motte Historical Museum in Menifee, CA. The Motte family immigrated to the United States in the late 1880s.*



*1910 Ford Model T "speedster"*



*1910 Ford Model T, which was converted into an electric car*



*1910 Harley-Davidson "board track" racer*



*1925 Chevrolet Superior Series K touring car*



*1925 Ford Model T runabout*



*1928 Packard 4-43 Club Sedan*



*1931 Ford Model A Victoria*



*1934 Ford Model BB pickup truck (with original drivetrain)*



*1931 Cadillac 370A V12 roadster*



*1935 Auburn 851 SC (supercharged) "boattail" speedster*



*1936 Plymouth P2 Deluxe 2-door business coupe*



*1941 Lincoln Continental Mark I*



*(L-R) 1946 Ford Model 2N tractor & 1951 Ford Model 8N tractor*



*1950 Chevrolet Deluxe Fleetline 4-door sedan*



*1951 Studebaker Commander Regal 2-door sedan*



*1958 Chevrolet Impala coupe*



*1960 Ford Thunderbird coupe*



*(L-R) 1941 Ford Salt Flats track roadster, 1930 Ford Model A Tudor hot rod, and 1932 Ford roadster hot rod*



# Still Collecting –

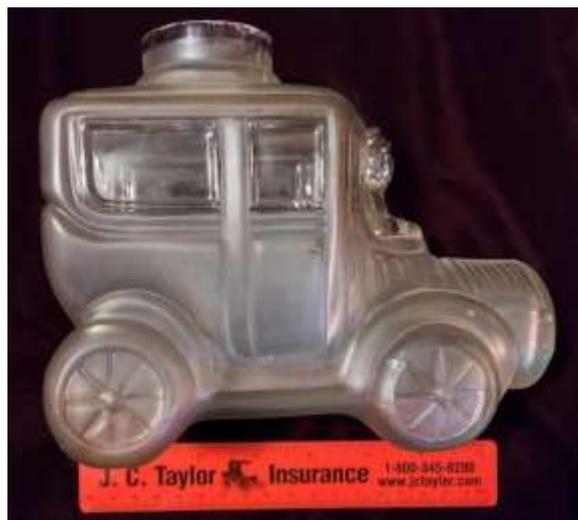
*What have I got here?*

*By Terry Bond*

I know a lot of collectors who have things in our accumulations that we wonder about. What the heck is it! What the heck was it used for? Sometimes there are answers if you dig deep enough, and sometimes, we just end up with question marks.

Several years ago I purchased a number of items from a European collector. Sometimes you need to buy a whole box of stuff to get the one or two items you want. This glass “jar” didn’t really thrill me. I thought it was actually kinda “ugly.” I had no idea what it was. Obviously something was also missing – like some sort of lid. At least it arrived safely from France.

Various theories about what it was ranged from tobacco jar to candy jar and even a container for spare change. I’ve included a 7 inch ruler so you can see how large it is, also how small the top opening really is.



*Is it a candy jar?*

Then, along came another one! Per my “rules of collecting,” one more and I’ll have a collection of them. It was a chance discovery in an antique shop. The entire nose of the car is open and has a silver clad cork stopper. The opening is large enough to get your hand into. It could be a candy jar that once sat on a

store counter. But what about the other one? To get anything out you’d need to turn it upside-down and shake! Still wondering!



*Most likely a candy jar. But-who knows for sure?*



*Side view of the suspected candy jar.*

As an ex-college pipe smoker, this wasn’t too difficult for me to identify, but the seller on evil-bay had no clue what it was. It was listed as a “necktie hanger.” It’s actually quite a rare piece of a set of similar items including book rack, letter rack, and who knows what else. The suspected manufacturer is Judd, maker of many similar items including folding book stands, inkwells, and calendar frames.



***Rare pipe rack listed for sale as a “necktie hanger.”***

I’ve written previously about these early ceramic items. They are a “pair” with a lady and a gentleman driving allegorical cars. There are found in two different sizes. The larger version could easily be flower vases. The smaller ones could hold...who knows what. Perhaps a single flower?

They are beautiful and very delicate. They are very hard to find in good condition. I’ve never been able to find any advertising for them or any information about them. They are most likely European-Germany or Austria and are early 1900s. I call them “figurines.”



***Early 1900s bisque automobiles.***



***Larger size. Flower vase?***

In the category of “really interesting” is this very early porcelain set of “something.” The large “motorist” is actually a bottle with a cork stopper. The other two

figurines are his children (I think). He holds a steering wheel. They are all dressed appropriately for a trip in their early motorcar. When I acquired these pieces at an auction I thought it was a flask set, but wasn’t sure. What about those two smaller pieces? You couldn’t drink from them. If they were salt and pepper shakers, where were the holes? Turns out those are indeed the “sipping cups.” It isn’t obvious until you turn them over. They are English, circa 1905.



***early 1900s ceramic Liquor flask set with small cups.***



***Interesting porcelain metal pitcher labeled “Petrol.”***

A few years ago these and many other similar items took the world of petromobilia collectors (gas and oil) by storm. They began showing up in major auctions and were commanding prices of \$1000 or more depending on how well decorated they were. A lot were advertised as early motorists gas cans. They turned out to be European in origin and were used in farmhouse kitchens. Many early ovens were fueled by gasoline, and these were the containers used to keep gas supplies safe. Note the cap on the spout to help prevent fumes escaping. I got smart quickly and began looking in a few antique shops that specialized in French imports. My collection is small with only four different examples, but I did not pay petromobilia collector's prices for them. Prices plummeted once people found out what they really were.

This little porcelain lady dressed for a ride in an automobile is pretty nice. It's hollow up inside, and is as nicely glazed as it is on the outside. That's unusual! Turns out it is a candle snuffer. I did a little research after being badly outbid on this in a British auction a few years ago. It's made by Royal Worcester. It's pronounced "Wooster". They were founded in 1751 and are the second oldest English producer of quality porcelain objects. In the early 1900s, celebrating the increasing popularity of motoring, they produced this candle snuffer in 1903. After very short production, the lady got a paint job.



***Porcelain candle snuffer.***



***The brightly colored version of the lady motorist candle snuffer.***

I could not afford that one either as the only known example shown in this photo was sold at auction for £10,000. I'm content with the newer limited edition version issued in the 1950s. Who knows what a candle snuffer is today?



***My Royal Worcester candle snuffers.***

What the heck? A "pair" of stop lights in miniature? Wired for electricity too! Where they car decorations? Wall-hangers? Some kind of signal light for a boat?



*Pair of Wilcot accessory traffic signals.*



*Wilcot traffic signal installed on a 1933 Morris Isis.*

The signals had combinations of colored lights that could flash and signal different things. The British Ministry of Transport ruled them illegal because they were too confusing to operate and even more confusing for motorists to interpret what the lights meant. After fitting only a few sets, the manufacturer got them back and sold them in the aftermarket accessory market-place until supplies were exhausted.



*The driver's control for the Wilcot signals. Distracted driving at its best.*

Back to the porcelains – this curiosity continues to stump me. Perhaps I'm just expecting it to be something it might not be.



*Mystery "wall hanger."*

This is a fantastic, extremely delicate porcelain something intended to hang from something. It measures approximately 6 inches wide by nearly 8 inches top to bottom. The level of detail and depth of the figuring are simply amazing for what must be a cast piece of ceramic. It is quite early and depicts a lady in a allegorical automobile. It is in exquisite condition. A tiny hold is made into the back near the top and a piece of ancient string remains attached to it. That's why believe it's intended to hang. But-where and why?

It was one of those "can't pass it up" purchases from an auction years ago. Looking it over carefully, my estimate on age is circa 1900-1902. Most likely it's of European origin. It's a fantastic piece that no other collectors I know of have ever seen before. None of us can figure out what it was used for. Maybe we're over-thinking and it's just a simple "wall-hanger." I've learned to be content with mystery objects. They provide countless opportunities among collectors for discussion, sharing, and learning.

Happy collecting, and as always, enjoy your hobby.

*Jerry*



## AACA Founders Tour 2022

Story and photos by Terry Bond

Susan and I have the chance to travel to Mobile, Alabama recently to visit our son, who lives near there, and also spend a delightful week with members of the Deep South Region, AACA as they hosted the AACA Founders Tour.

After a few days visiting with our son Ken, we checked into the host hotel in Mobile. For early arrivals, there was a welcome party at the car collection and museum of Jim Henderson. Included was not only a look at his fabulous collection of automobiles, but a fantastic “crawfish boil.” Heaps of steamed shrimp, crawfish, sausage, potatoes and corn were dished up by Deep South Region members. It was a great taste of Southern hospitality.



***Seafood!!! What else did you expect on the Gulf-coast?***



***Enjoying the Henderson’s car museum.***



***Part of the Henderson car collection.***

Later that evening we attended an evening reception that gave us the chance to visit with old friends including some from this area. Tony Scarpelli and James and Becky Woodall were also registered for the event. Since we drove “modern” to Alabama, we enjoyed riding as back-seat passengers all week.



***Long-time Founders Tour veterans Charlie and Ardie Froelich. With their 1957 Ford.***



**James and Becky Woodall. TRACA was well represented!**

It's a great way to get to know people and experience the fun of riding in different old cars. And, we never had to push or walk for gas. I must admit though, getting in and out of some back-seats can be a challenge. First day of the tour was a look at some Mobile history. It's where the Mardi-Gras began, and a tour through a top-secret float warehouse was our first stop. From there, we went on to Mobile's Mardi-Gras Museum where five floors of history awaited us.



**1956 Cadillac**

We had no idea what to expect there, but the history and costumes on display were mind-blowing! Imagining the train on a queen's dress that costs over \$40,000!



**Mobile's Mardi-Gras Museum.**



**Two queen's trains from past Mardi-Gras.**

Our second day took us through some local back-roads to the city of Bayou La Batre – known as the seafood capital of Alabama. The seafood was fresh and waiting for us. We ate our money's worth before heading to Dauphin Island for a visit to the aquarium. That evening we attended a party held in a downtown basement "speakeasy" complete

with a “gate-keeper” and a secret password to get in.



*The door-keeper at Las’Floridas’ Speakeasy.*

Biloxi and Gulfport were next on the agenda. The chance to see a fleet of shrimp boats and drive along the coast towards historic Biloxi took us past some amazing homes, one of which was the home of Jefferson Davis, former President of the Confederacy. While in Biloxi we also visited the Keesler Army Air Corp technical training base. It was a pure nostalgia trip for me as my dad always told stories about the time he was stationed there during WWII. Thursday more Mobile history was on tap for us as we toured narrow tree shaded streets and looked in awe at fabulous early homes along the tour route.



*One of many historic Mobile homes.*

Rounding out the week were visits to Spring Hill College, the University of Southern Alabama, a fantastic pottery, and a tour of the battleship USS Alabama.



*USS Alabama – impressive!*

The memorial park there included a fantastic museum including aircraft and armored equipment exhibits and of course, another scrumptious seafood feast!



*Big, beautiful fresh Gulf shrimp! Great no matter how it’s fixed!*

Along the way we visited the quaint town of Fairhope with its many wonderful shops (ah! - at last, some antique shopping), and a stop at the Deep South Region clubhouse in Mobile for coffee and refreshments.



***1963 Ford Thunderbird. It was a top-down day every day in Mobile for the tour.***



***Rare 1955 Corvette.***



***1941 Ford driven from Texas by a father and son team.***



***A great 1950's Mercury.***

The closing banquet was another feast. I've heard some say that tours are eating opportunities. This one certainly lived up to that.

It was a great week among good friends and old cars with lots of history, amazing sights and outstanding food. The Deep South Region did a wonderful job hosting us and providing an excellent chance to learn more about the Gulf Coast. It's amazing how resilient the area is following so many devastating hurricanes over the years, but it's all apparently survived nicely. We did so much in just a too-short a week's time. From touring historic homes and museums, looking at car collections, learning a lot more history than we ever forgot from high-school days, and best of all, experience true Southern hospitality, it was a fantastic week touring with AACA.

We'll be back for more and eagerly await the next event in Mobile.

If you've not tried an AACA National Tour yet, what are you waiting for? It's the most fun part of AACA for sure.

*Terry*



**Classic Car Club of America**

**Williamsburg Grand Classic**

**May 14th, 2022**

Members of the Tidewater, Peninsula and Richmond AACA Regions are invited to come to Williamsburg on Saturday, May 14th between 10:00 am and 2:00 pm to view and enjoy over 40 Classic Cars that will be on display at the Classic Car Club of America Williamsburg Grand Classic.

The Colonial Region of the Classic Car Club of America is hosting the Grand Classic at the Williamsburg Golf Club in Williamsburg, VA which is located on Hwy 143 / Merrimac Trail 1.3 miles south of Humelsine Parkway (opposite Busch Gardens on the east side of the railroad tracks)

Williamsburg Golf Club

Saturday, May 14th, 2022 1801 Merrimac Trail

10:00 am -- 2:00 pm Williamsburg, VA

If you have any questions, contact Al Becker at 757-868-3713 or [becker100@gmail.com](mailto:becker100@gmail.com)



**Average Joe**  
**By Fred Trusty**  
**AACA Executive Vice President**



My name is Joe Average and I own a 1982 Camaro. I wish it was a Z28 but it's just a base car with an automatic transmission, a/c, power steering and brakes, and an aftermarket radio. From the factory it had a 305 V8 with a 2bbl carb, but by the time I inherited it from my Uncle Steve, the engine was worn out. I replaced it with a later model 350 V8 with a 4bbl that I got from a guy I work with, Jim Normal. I replaced the original wheels with a set of Rallye wheels and it runs so much better with those shiny wheels. It's dark blue, or at least you can still see blue in a few areas but it's solid with no rust anywhere. It's paid for, and it has sentimental value since my uncle bought it new with help from Grandpa Average.

My son just joined the military, and my daughter will graduate from college soon. I wish I could retire and have more time to work on my car, but retirement is 10 – 15 years away. But, at least with the kids gone, I'm finally going to have some money to work on my car. I suggested to my wife that I could save some money if she would park her car in the driveway instead of the garage so I could have a place to work on my car. I love our dog, Zephyr. He's like one of the family but his doghouse is not nearly large enough for the two of us, so I'll probably have to hire out a lot of the work on my car. I can't afford a full restoration or a custom show car. All I want is a dependable nice-looking old car that I can drive to car cruises and other car events.

At lunch one day, I was talking to a co-worker, Ordinary Wayne. He told me about a car club that he belongs to. I attend as many local cruise nights as I can, but I've never heard of AACA. I can't remember exactly what that stands for, Another American Car Association or something like that. He gave me a shiny magazine with a beautiful old car on the cover. He said they have a local club and he invited me to one of their meetings. I told him I couldn't join a club like that because I don't own a real antique car like a Model T. He said, "You don't have to own a car like that. Look at me, I have a 1997 Ford F-150 pickup." Then he asked me if I like to eat. Strange question but yeah, I like to eat. "The club has regular events, and it usually involves good food." Tongue in cheek, he said, "We're not really a car club, we're a dinner club. It's just coincidence that we drive old cars. We're a family-oriented club so bring your wife, kids, grandkids or friends." I told him I'd have to think about it. I'm not a club kind of guy.

A few days later I started looking through the magazine he gave me, Antique Automobile. Nice magazine but how did that one guy get to be a vice president in a big fancy club like that? He just looks like an Average Fred to me. I turned a few pages and wow, there's an unrestored Camaro just like mine but what's a DPC car? Hey, there's a short story about the local chapter Ordinary Wayne was talking about. There he is with a bunch of other cars on a cruise to Average Park, USA. "Honey, come look at this. This looks like it might be a lot of fun."

**AACA is one of the best kept secrets on the planet. If we want AACA to grow, we have to appeal to Average Joe**

## AACA Calendar of Events

[http://www.aaca.org/Calendar/aaca\\_calendar.html](http://www.aaca.org/Calendar/aaca_calendar.html)

### 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

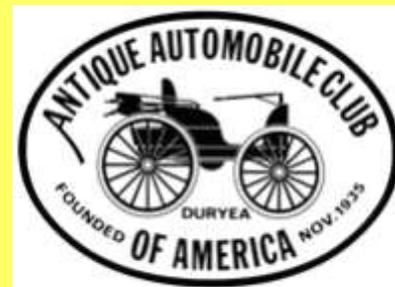
### SEPTEMBER 2022

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

October 15 — Exmore Town Park Auto Show Part VI Main St., Exmore, Virginia





# TRAACA MEMBERS' PAGE

*Members celebrating anniversaries in May*

**David & Jean Belton**

**Boyd & Debra Swartz**

**Alan & Laurel Swenson**

 **Sunshine Report**

*No new member news*

*Please provide Member Care/ Sunshine Report information on TRAACA members to Bob Stein at [posti@aol.com](mailto:posti@aol.com) or 588-6200.*

*Members celebrating birthdays in May*

**James Carnforth**

**Dickie Clifton**

**Larry Cutright**

**Vickie Doscher**

**Jeanie Downing**

**Charlene Geib**

**William Grosz**

**Michael Haag**

**Julie Hobbs**

**Basil "Bennie" Howard**

**Josie Kinker**

**Robert Lang**

**Kit Lawrence**

**Cindi Nash**

**Tina Pack**

**Dot Parrish**

**John Peters**

**Rhonda Russell**

**Gordon Spence**

**Alan Swenson**

**Welcome to Our New Members!**

No new members in April

 **DOWN THE ROAD**

**Other Regional and Local Events**

**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

24-25 Carlisle GM Nationals  
Carlisle, PA

**JULY 2022**

8 National Collector Car Appreciation Day Car Show  
Daniels Performance Group  
Smithfield, VA





## EDITOR'S DESK

Doug Grosz  
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May flowers are blooming and so is allergy season. Hope you are all well. We have a busy month with the Grand Nationals being hosted by TRAACA at the Founder's Inn on May 19—21.

I am looking forward to seeing the quality of the cars at a Grand National, since I have only been to our local shows and Hershey once. I will have a great place to see the cars as I and my brother have both volunteered to be part of the car parking on Saturday. I hope that you have found a spot to volunteer too.

No matter what you do as a volunteer, it will be great to see TRAACA members showing Tidewater hospitality to our visitor's from around the country. So if you haven't signed up to volunteer, reach out to Marion McAlpine or any board member to be hooked up to volunteer.

Of course as the weather gets better, I hope to see you our driving your cars and spreading the love of cars to others.

So in my last editorial I was telling you about my Oldsmobile stopping running on Blackwater Road on a Sunday evening. AAA did get the car home on a

flatbed about 2 hours after I called. It took an hour and a quarter for them to arrive, but the tow truck driver was very helpful and cautious at loading and unloading the car.

Later that next week, Bill and I began to troubleshoot the problem. First we started by checking all the fluid levels and for any contamination. All good. Next checked that the car would roll in drive, and it did. Next poured fuel in the carburetor and found it would fire. Checked the fuel line for blockage by using compressed air to clear the line. Then changed the fuel filter and tried starting the engine. No luck and no fuel reaching the engine. Used a spark checker to find spark going to the cylinders. Next step was to jack up the car, safety jack it and start checking at the fuel tank.

As soon as Bill slid under the car, the problem was apparent. The fuel line had worked it was loose and come free from the fuel tank. Upon replacing the fuel line with a new hose clamp on the tank, the car ran fine. Such a simple problem. The hose clamp on the line was an original from 1968 and probably too weak to keep holding. Since then we have been cruising around enjoying both the Oldsmobile and the Packard.

Looking forward to seeing you soon.

*Doug*





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# 2022 Grand National

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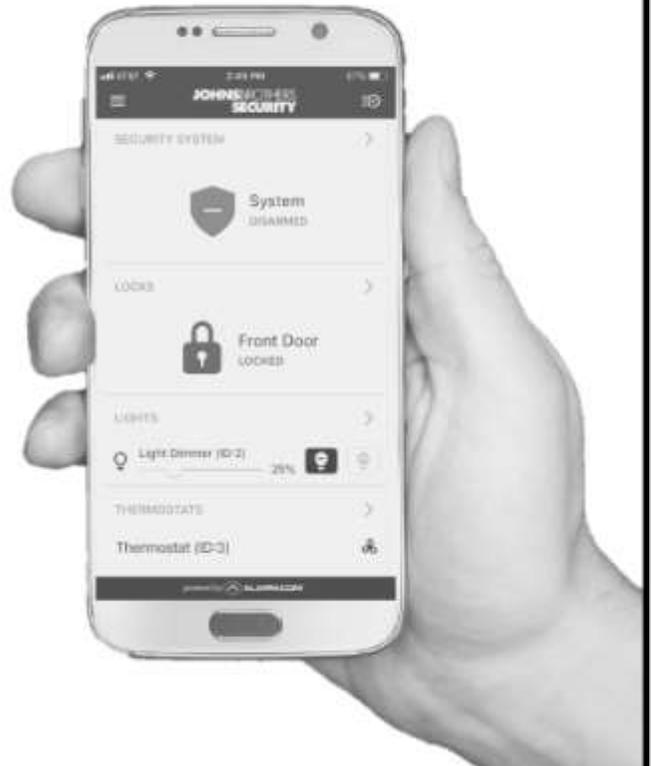
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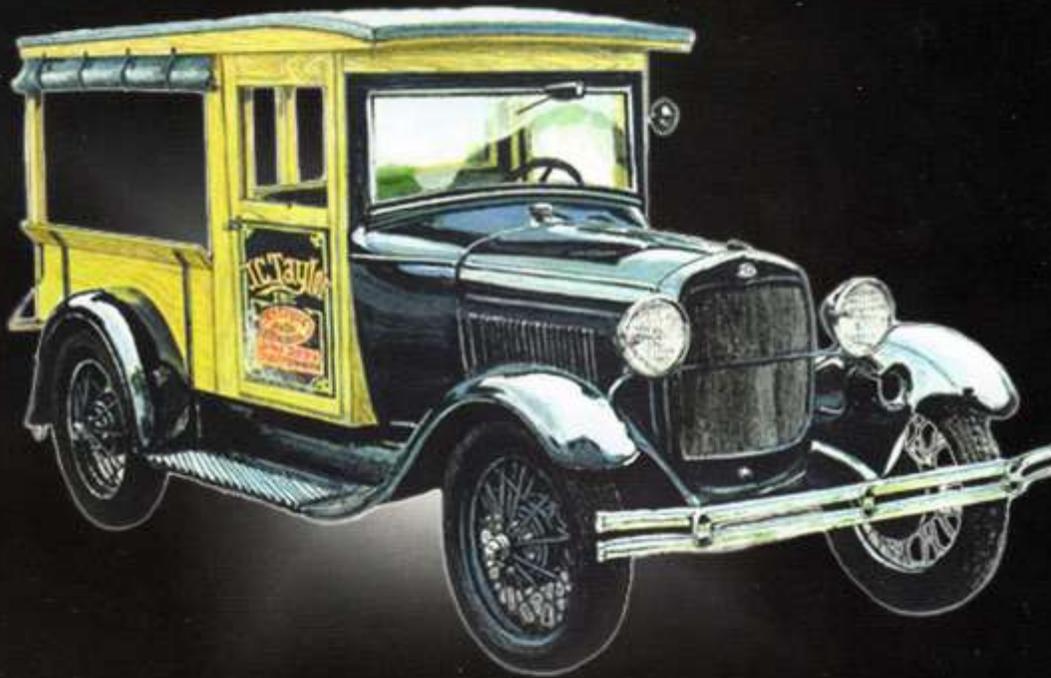
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*1937 Packard 1507 V12 sedan at the Motte Historical Museum in Menifee, CA*