

The Mudflap



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

Volume 64, Issue 6

June 2020

*Unfortunately, cancellations continue to roll in—**HERSHEY 2020 car corral and flea market cancelled, but the Saturday car show is pending being the latest.***

HVPR/TRAACA Flash Tour! Read more on Page 4!



HVPR/TRAACA Members prepare to head out for a Flash Tour on 3 May, 2020



Keith Colonna's 1956 Lincoln Continental MKII.



TRAACA CALENDAR

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

JUNE 2020

- 06 Square Car Tour (delayed until July, exact dates TBD)
- 09 TRAACA Board Meeting Dawson's Accounting Virginia Beach, VA
- 18 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)
- 27 Doumar's Arrive around 4 PM

JULY 2020

- 09 TRAACA Board Meeting Dawson's Accounting Virginia Beach, VA
- 11 Nauticus/USS WISCONSIN tour and lunch
- 16 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)

AUGUST 2020

- 1 TRAACA Judge's Training School
- 09 Portsmouth Naval Shipyard Museum Tour and lunch
- 13 TRAACA Board Meeting Dawson's Accounting Virginia Beach, VA
- 29 Doumar's

SEPTEMBER 2020

- 10 TRAACA Board Meeting Dawson's Accounting Virginia Beach, VA
- 17 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)
- 19 TRAACA Annual Meet (Military Aviation Museum)

President's Podium

Wayne Milligan
TRAACA President
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Hello fellow Tidewater Region AACA members. I hope all are continuing to stay well. As the country and the states of Virginia and North Carolina begin to reopen, the local car hobby will soon follow. Specific to our Club, the Board reviewed the June calendar of activities and decided to delay the Square Car Tour until July, primarily due to the lack of rest stop facilities. In addition, we are canceling the June dinner meeting due to continuing group size restrictions and will be utilizing email to facilitate any necessary Board decisions. We are planning to move forward with the Doumar's event. Thad Doumar is a Tidewater Region member and Doumar's has been a long time sponsor in the Club Newsletter. We hope you will be able to join us at Doumar's on the 27th of June.

Though many activities within the Club and the hobby remain 'on hold', planning for our Annual Meet continues to progress. Meet Chairman Paul Fuqua, and Co-Chair, Barry Basnight, along with their team of Committee Leads, remain hard at work preparing for our 47th Annual Meet. For those of us missing Club activities, here's the opportunity to fill that void!

Many members are leading portions of the meet and they need your help. Terry Bond and Travis Berry lead TRAACA judging, Sandy Hall leads judging administration, and Jerry Adams leads registration and signage. Bob Parrish is leading the Corvette display and will require assistance with parking and coordinating those vehicles prior to the parade and display. Jim Villers and Barry Basnight lead logistics and operations—this effort includes onsite communication systems and food. Dot Parrish and Cori Fuqua lead program design and production while Paul Fuqua leads marketing, partnerships, and fundraising. Paul appreciates any support, leads, or insight that you can provide. Bill Treadwell brings his Swap Meet expertise to the Annual Meet and leads the flea market and vendor areas, Skip Patnode and Jim Villers lead field layout, Fred Cole and Travis Berry lead field parking, and Dwight Schaubach is leading field transportation (carts). The Club is indebted to all of

CORVETTES NEEDED!

A special exhibit of with a representative of every year of Corvette manufactured is being set up for the TRAACA Annual Meet on September 19, 2020. We still need Corvettes from 1972, 1976, 1977, 1980, 1982, 1984, 1987, 1988, and 1989. Please contact Bob Parrish at bowtiebobp@aol.com if you or someone you know might be able to provide one of these cars for display.

these members for taking the lead in ensuring our 47th Annual Meet is a successful event!

As you can see, there are many volunteer opportunities for you too! Please contact either the Meet Chairmen, any of the Leads, or Jim Villers or I to sign up and support the Club and fill some of that car hobby void! Volunteering is the best way to get to know your fellow members and it's a lot of fun too! The Tidewater Region AACA Annual Meet is a great event with a long history. The Meet is well known and respected within the hobby and draws hobbyists from all over Hampton Roads and beyond. Again, the Club will educate, entertain, and recruit new members to our hobby through this Meet but we need your help.

I hope all remain well and I look forward to seeing each of you very soon!

Warmest Regards,

Wayne Milligan

'20 Tidewater Region AACA President

TRAACA Annual Meet Program!

We are putting together the program for the annual TRAACA show in September and I would like to get some members to put their antique car pictures in the pages for Members Cars. The cost is \$25.00 per car and members will need to send a check made out to TRAACA to:

**Bill Treadwell
416 Woodlake Rd.
Virginia Beach, VA 23452**

Send pictures as a .jpg as an email attachment to Corifuqua@aol.com and teddybeardot@aol.com

Members are encouraged to send pictures of as many cars as they want! The program will feature 8 cars per page. Thanks in advance!

~Dot Parrish

From the Running Board

No board meeting was conducted in May, 2020.

2020 Hershey Fall Meet Update

By Hershey Region AACA

(Reprinted with Permission from May 2020 *AACA Speedster*)

It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet flea market and car corral have been canceled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice to cancel, the Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of our magnitude.

We appreciate you understanding how difficult this decision was for the Executive Board to make. We know that some people will be upset by the decision and others will applaud it. Either way, please know that the Hershey Region Executive Board has acted in what they believe are the best interests of the Club, and we ask for your continued support as we navigate these unprecedented times.

Refund information will be sent very soon in regards to all payments already received by the Hershey Region AACA.

Please know that we continue to explore ideas to benefit the hobby and are working toward the possibility of still hosting our usual car show on Saturday in October. While this may not be doable, AACA and the Hershey Region along with other constituencies are working hard to make this possible. Please visit our website and social media as often as possible for the latest news.

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

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Dinner Meeting Corner

Chief Contact: Skip Patnode

The June Dinner Meeting is canceled, but we hope to resume our meetings in July

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 to these e-mails** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!

2020 TRAACCA Officers & Board

President - Wayne Milligan:

traacacontact@gmail.com

Vice President - Tim Hund:

traacacontact@gmail.com

Secretary - Ellen Adams

Treasurer - Bill Treadwell

Board - Fred Cole

Board - Charlie Dawson

Board - Dot Parrish

Board - Doug Grosz

President Emeritus - Matt Doscher

Visit the TRAACCA on the Internet at:

www.traaca.com

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HVPR/TRAACA 'Flash' Tour

Story and Photos by Bob Stein

National AACA President Jim Elliott and First Lady Donna (also members of both TRAACA and HVPR) put together a 'Flash' tour of Yorktown, Williamsburg, and Sherwood Forest Plantation in Charles City that maintained social distancing and still allowed us to get together for a fun activity.

On May 3rd, twenty-five antique vehicles showed up at the start in Grafton, with more expected to join

at points along the way. Most everyone wore face masks, and everyone stayed at least 6 feet apart, with appropriate waves, mimed hugs, and air-first bumps. First stop of the tour was just a few miles down the road at the law offices of James W. and James R. Elliott, where restrooms were opened up. After more tire kicking and socializing, the group got back on Route 17, turning off to drive out by the American Revolution Museum and pick up the Colonial Parkway. The tour was kept flexible to allow for potential closures, but lunch was planned at Providence Ford (a Subway with curb service) and then the drive out to Sherwood Forest Plantation to look at from the outside. Many thanks to Jim and Donna for putting this together, and to the Historic Virginia Peninsula Region for inviting TRAACA folks along!



TRAACA member Tim Hund – 2019 Morgan



TRAACA member Al Becker – 1929 Packard 640 Dual Cowl Phaeton



Christie Hunt – 1973 Plymouth Scamp



Keith Colonna cruising in one of his '56 Lincolns.



Jere Avenson – 1987 Porsche 944S



AACA President and First Lady happy to see everyone!



Ron Pack – 1947 Chevrolet Woody Wagon



TRAACA members catch up while socially distant.



Christie Hunt – 1973 Plymouth Scamp



Gordon and Nancy Garnett – 1976 Lincoln Mark IV



Getting ready to hit the open road!



Jim and Donna Elliott – 1975 Caprice Classic Convertible



Dwight Schaubach's '56 Chevy

Here Come Da Judge! - and he's looking for a little help from you!

By Terry Bond and Travis Berry

Folks, we have a car show coming! Yes, we're all excited and, of course, anxious to get out with our cars and enjoy the time together just like we are used to – and have been missing so much!

This September, it's time for Tidewater Region to shine! The Annual Meet Team has never taken their foot off the gas pedal in planning for a great show this year, and a big part of that is our AACA Show field, and the judging that takes place.



Tidewater Region AACA is among the leaders in the old car hobby. We try to stay with tradition for cars entered into the AACA portion of our show, and a big part of that is the AACA style of classification and judging of those vehicles. It is our responsibility to introduce the many participants and spectators to AACA and the professionalism we are so well known for in the judging arena.

We need you to be a big part of that and join us for a great day helping to recognize accomplishment and award achievement for those vehicles taking part on the AACA judging field.

Judging can be such a rewarding part of your car show experience! You will be with a team of dedicated, highly regarded individuals who have tremendous judging background at our National events all across the country. Even if you've never judged before, you will be working with true mentors in the judging arena. They will guide you in your work that day and help make the task light and easy – and most of all --enjoyable.

Our Region has a long history of bringing members into the wonderful world of judging, and even at the National level, you'll find more Tidewater Region judges than from many other larger groups. And, they all got their start at our local fall show.

To show you what judging is about, and how it works at our local event this fall, we are going to have a Judges Seminar on August 1st at 1PM at the home of Dewey and Maxine Milligan, 2000 Shillelaqh Road, Chesapeake.



There will be a brief overview of the AACA Judging system, a descriptive session on how those basics are used at our event, and then some specific, hands-on training about what to look for.

Light refreshments will be served, and everyone is encouraged to attend. You do not need to commit to being a judge--just come on out to find out what it's all about.

Even if you've never judged before, you'll learn



something about how to prepare your own car. So, come out for the afternoon even if you are only thinking about getting involved and see what it's all about.

Please RSVP for the Judges Seminar on August 1st by contacting either one of us:

Chief Judge:

Terry Bond

terryaaca@cox.net – 757-403-4614

Assistant Chief Judge

Travis Berry

travis.berry.mail@gmail.com – 757-536-1214





Dauer Museum of Classic Cars Sunrise, FL



Story and photos by Mark McAlpine

When Marion & I attended the AACA's first national car show of the year—the Winter Nationals in Miami, FL, on February 27-29, 2020—one of the fun activities the South Florida Region set up was a visit to the Dauer Museum of Classic Cars in nearby Sunrise, FL, about 40 miles north of Miami. The museum was one of the highlights of the weekend. (Although the Winter Nationals were held less than three months ago, it seems so long ago!) The next four AACA Nationals—Charlotte, NC, Auburn, IN, Show Low, AZ, and Beckley, WV—plus the Founders Tour, Sentimental Tour, and Reliability Tour were canceled and the Eastern Divisional Tour was postponed until July because of the coronavirus pandemic. As I write this article, the next AACA national activity is the Grand Nationals in Allentown, PA—and I'm keeping my fingers crossed that it's held.)

Dr. Edward ("Eddie") Dauer and his wife Joanne (a registered nurse) have an amazing collection of vehicles ranging from a 1906 Cadillac Model M to a 2007 Cadillac XLR. Most are from the 1940s-1960s, and the Dauers seem to be particularly fond of Cadillacs—there are over 20 on display. The museum incorporates themed displays of cars, including a 1930's Texaco service station, a 1950's beach party, a 1950's drive-in movie, the "Fabulous 50s," "The Sixties—A Decade of Change," a Cadillac dealership, and a 1950's movie premier. The displays and collection are accented by a wide variety of automobilia, petroliana, and memorabilia from the different eras of the cars.

Eddie and Joanne Dauer (they insisted everyone call them by their first names) were there when we and the other AACA attendees visited the museum. Both were extremely friendly and personable, and Eddie graciously talked to us about their vehicles, why each one was purchased, and what they meant to the family. All of the vehicles were in excellent condition and many proudly displayed AACA award badges.

Vehicles on display included the "Triple Crown" of American cars—three cars featured originally as 1952 GM Motorama show cars that were so well received that GM put them into production as 1953 models: the Buick Skylark convertible, the Cadillac Eldorado convertible, and the Oldsmobile Fiesta convertible (which was only produced for one year). "The Fabulous 50s" display included a 1958 Buick Roadmaster convertible, 1958 Buick Caballero convertible, 1956 Cadillac Eldorado Biarritz convertible, and 1957 Ford Thunderbird roadster. (The "Triple Crown" and "Fabulous 50s" cars were shown in the April 2020 *Mudflap*.) Dr. Dauer is a radiologist long-associated with the Florida Medical Center, so it's only appropriate that there's a replica of a 1970's medical center in the museum, complete with a restored 1971 Cadillac ambulance. While we were there, Dr. Dauer happily displayed the ambulance and its equipment to a visiting group of local paramedics.

If you're ever in southern Florida, visit the Dauer Museum. It's a great collection of beautiful antique vehicles!



A few of the cars from the Dauer Museum loaded for transit to be shown at the AACA Winter Nationals the next day in nearby Miami, FL: (L-R) 1958 Vespa 400, 1952 Willys Overland Jeep, and a 1965 Chevrolet Corvette convertible



1906 Cadillac Model M delivery wagon



1934 Ford gasoline tanker truck



1937 Cadillac Fleetwood 4-door Sedan Convertible



1947 Cadillac convertible coupe



1949 Kaiser Vagabond



1953 Buick Skylark convertible



1953 Buick Roadmaster Estate Wagon



1953 Oldsmobile 98 Holiday Coupe



1954 Mercury Monterey "Woody" Wagon



1956 Pontiac Safari 2-door wagon



1957 Dodge D-100 1/2-ton, sweptside pickup truck



1957 Ford Thunderbird



1958 Cadillac Series 75 limousine



1958 Ford Fairlane 500 Skyliner retractable hardtop



1958 Oldsmobile 98 Holiday Coupe



1960 Edsel Ranger convertible



1960 Lincoln Continental Mark V convertible



1961 Autobianchi Bianchina



1970 Oldsmobile Vista Cruiser stationwagon



1975 Pontiac Firebird Esprit



Can you tell that the Dauers like Cadillacs? They have at least twenty on display, ranging from a 1906 Model M to a 2007 XLR roadster.



Still Collecting How Rare is Rare?

By Terry Bond

Every so often I deviate from my schedule of planned articles. It's usually done to alert readers to potentially fraudulent items suddenly appearing in the automobilia market. At other times, I've done it to announce an interesting discovery.

That's the case this time. I so often see the over-used term "Rare" in internet sales listings that I'm inclined to by-pass them. I know at least one high-volume vendor who sells nothing but "rare" items. All of his listings are for commonly found, mass-produced items that are nothing more than novelty souvenirs that were stamped out yesterday and shipped in from somewhere overseas by the boat-load.

In these last several weeks at home, I've caught up projects, and found some extra time to search – yes, "still collecting" for more "rare" items.



1913 Garford advertising pin.

A few days ago I spotted this rather unique advertising pin—labeled "Rare" of course. It was in the shape of an automobile radiator, complete with radiator cap, and a large "Garford" script placed diagonally across it. Centered in the top of the radiator however, was a white porcelain "headlamp." It was what we call a "cyclops" eye style of headlamp. What the heck?

Of course the well-known Tucker used a single centered headlamp, and much earlier, (1915) the Briscoe automobile used one, but by 1916 it was gone, having been outlawed in many states.

Did Garford ever make one?

A quick internet search revealed nothing except an advertisement for the "new Garford Six."

Garford

\$2750 **\$2750**

Everything you want in a Six
Everything, worth while, that has been invented or designed for a Six.
And, in addition, this car has more new and practical improvements and comforts than most other Sixes.
And the price is just about half that of the other high grade six cylinder cars.

A few of the more important specifications

Electric Starter, which never fails to start instantly—starter or motor.	All lights are electric.	Speedometer driven from the transmission.	Three, 36" x 1 1/2" Discountable Rims	Full Floating Rear Axle
Big, single electric parabolic head light, each flush with the radiator.	Electric Horn	68 horsepower, long-stroke motor—2 1/2 in. by 4 in.	Close Coupled	Brush Magneto
	One piece, all steel body, and full mechanical construction—no joints, no rivets, no weld.	Wheel Base, 120 inches	Left Hand Drive	Warner Auto-Meter
			Four Speed Transmission	Equipment—everything complete from tools to top

You will be interested in the many new and novel Garford Six features. Our 1913 catalogue describes and illustrates the entire car. Copy to you gratis. Please address Dept. 3

The Garford Company, Elyria, Ohio

D.F.C.

1913 "one-eyed Garford" advertising.

The only photographs I found were for Studebaker-Garfords, except for one 1912 Garford touring car owned by a good friend who Susan and I had toured with on a couple of occasions. We got to see this fantastic car in person on the 2010 Reliability Tour in Thomasville, GA. But – it is a 1912 and has "two eyes."

A quick email brought some additional information. Another quick email to a world-renowned radiator emblem authority produced some additional detail, and a posting on the AACA discussion forum



The only surviving Garford automobile – 1912.

added additional facts. Further internet research helped piece together the story –and it’s worth telling here, so you will understand how rare something rare can really be.

Arthur Garford founded the Federal Manufacturing Company in 1903 in Elyria, Ohio, just East of Cleveland. He had previously been involved in manufacturing bicycles, and his leather covered seats became extremely popular and brought him tremendous fortune. As the automobile age began, the company began turning out chassis components. Garford chassis were supplied to several early automobile manufacturers including Ardsley, Cleveland, Rainier, Gaeth, and even Studebaker.

Studebaker already enjoyed large distributorship through their wagon and buggy sales network, so the change-over to automobile production and sales for them was relatively simple. In 1903 they contracted with Garford to supply the chassis for their new auto-

mobiles. Completed chassis were shipped to South Bend, Indiana where Studebaker-made bodies were added. The completed vehicle was sold as the “Studebaker-Garford.”

Under the agreement, Garford was not allowed to market a vehicle using their own name.

However, in late 1907, Garford introduced a four-cylinder car at the Grand Central Place show. Cars were sold beginning in 1908 through a New York Packard dealership. A Garford participated in the Glidden Tour that year. They continued to participate in 1909 and 1910 and did so well, that in 1911, the AAA President chose to use his personal 1910 Garford with over 3000 miles on it to participate in the event.



1908 Glidden Tour Garford.

The contract with Studebaker was terminated in 1910 because of this obvious conflict and breach of agreement. By this time, Studebaker had acquired EMF and no longer needed Garford’s manufacturing capabilities.

.In 1911, a Garford Model G7 40 HP touring car was exhibited at the New York Automobile Show. This year also marked the end of the combined Studebaker-Garford brand name.

In 1912, an improved Model G was introduced, but by this time, the company was experiencing severe financial difficulties. Since they originally supplied chassis to Studebaker and relied on the Studebaker network of dealerships to sell the cars, they had not developed their own unique sales and distribution structure.

Negotiations had begun as early as 1911 between John Willys and Garford, and in the July 13, 1911 issue of Motor Age, it was reported that “one of the most interesting announcements” had been made – it was agreed that the formation of the Willys-Garford Sales Company would dispose of the entire output of



*Studebaker-Garford radiator emblem.
(Photo courtesy of American Auto Emblems)*

Garford automobiles. This would essentially close out the Garford name on automobiles, and the existing plant would be converted over to manufacture engines for Willys-Overland.



*1911 Garford radiator emblem-without the Studebaker "S".
(Photo courtesy of American Auto emblems.)*

Plans had already been in place though to introduce a new 1913 Garford Six Cylinder car to the lineup that already included a coupe, sedan and limousine. The new model was restyled to incorporate a "Cyclops" style single headlamp, centered in the top of the redesigned radiator shell, with a bold "Garford" script placed diagonally across the front. Ahaaa-just like the pin!

Advertisements appeared in the press, and it was announced the car would be unveiled at the New York Automobile Show.

The car displayed was actually a left-over 1912 with a "mocked-up" front.

Orders were taken at the show, but public opinion was largely negative – the car very quickly earned the nick-name "The One-Eyed Garford."

It is not known if any were actually produced or if so, whether there are any survivors. None are known.

It is rumored that a few left-over regularly styled Garfords were sold through the Willys network branded as "Willys-Garfords" however there is no indication that a unique radiator badge or label of any kind exists. Willys-Garford is not listed in any available reference work.

The name Garford continued in use on commercial vehicles until 1925 when the company became known as Superior Coach Company.

There is only one known remaining Garford automobile, the 1912 owned by my friend in Texas. That car came from the Harrah automobile collection, together with a lot of documentation including the result of attempts to locate any other Garford survivors. Harrah's researchers concluded that none remained except for this sole surviving 1912.

So, it seems that I now own an advertising pin for not only a rare car but maybe even one for a model that may never have been actually built.

Talking with other collectors, it is felt the pin is of high enough quality that it would not have been an automobile show give-away. The financial condition of the company at that time would simply not have permitted randomly handing out such an item. It most likely would have been worn by a company executive or sales staff at the time the new model was introduced. That would mean few existed to begin with. I know of one other in an important collection of pins and radiator badges.

Mine originally came from a Michigan antique market 30 years ago.

Assuming anything related to the history of the automobile is risky, but I believe it's safe to assume that when Garford ceased to exist, the pin went with its owner to the Detroit area to work with another automobile company there. It went into a drawer as a simple memento of time with a company that now no longer existed. Years later, it would be purchased in an estate sale, and now, it found its way to Chesapeake into my collection of automobilia.

Only if it could talk!

I also assume it nicely fits the definition of Rare as I understand it.

In the process of researching this, I've learned more than I ever needed to about the history of Studebaker, and Garford.

Along the way, I've connected again with old friends, and made a few new ones. I've met other collectors and we've shared what we have and what we know.

I think all these are covered nicely by "Terry's Rules of Collecting."

I hope that you are able to "keep on collecting" despite the current state of affairs, and that you too will be able to turn up a few rarities for your showcase. And, may the road you travel learning more about automobile history lead you to amazing places.

Happy collecting always,

Terry



Piddly Packard Projects -or- Making the Best of Downtime

Story and Photos by Bob Stein

This time of year, we are usually bustling around with different car activities. However, with the shut-down of most of our shows and gatherings and working from home, I suddenly found myself with a lot more free time. As most of you know, I have plenty of car projects to keep myself busy, and even the cars that are really nice can still use some tinkering. Case in point, Bella, my 1941 Packard 110 Touring Sedan.

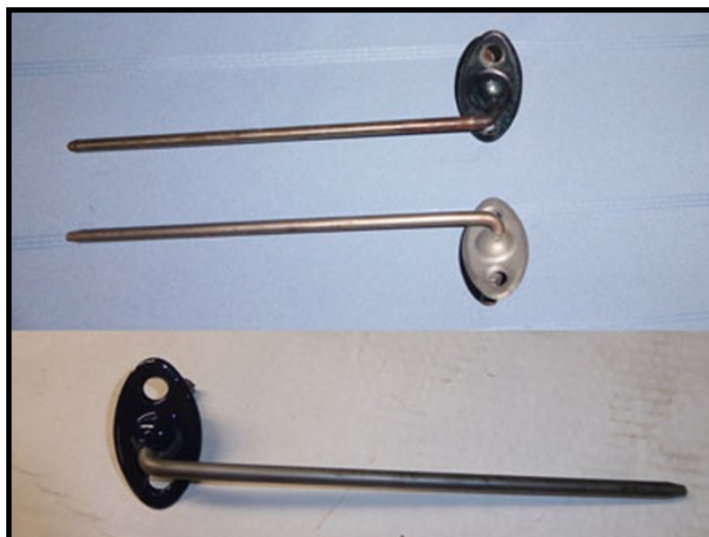
Bella came from another TRAACA member who spoiled the car the way I would. However, as with any car pushing 80 years of age, some things needed attention. I'll go over a few of those projects here. Maybe a couple will give you ideas for your own four-wheeled family members.

To get started – well, sometimes Bella was hard to get started. She uses a dash pushbutton to engage the starter, and sometimes it would work, sometimes it didn't, and other it worked too well – with the starter motor spinning quite a while after the car started. I found a NOS switch on eBay and ordered it in. Then I noticed that even when the starter wasn't turning, the ammeter registered a discharge when the starter button was pushed. The solenoid was the culprit, not the switch.

Finding a starter solenoid for a 1941 Packard is actually a lot easier than I expected. Several Packard supply houses advertised the needed item – for \$150-\$175. Just the solenoid, not the starter. If need be, I was willing to spend the money, but I did some research first. The solenoid was an Autolite SS4001, which was used on other cars as well. Searching eBay for just the part number turned up not one, but several NOS correct solenoids in the original Autolite boxes for \$45 each! I ordered one and it installed in minutes and solved the starting issue. Moral of the story – a little research can save you a lot of money! (And yes, I bought a second one as a spare).

Next project, stopping the flopping – sun visors. The driver side interior sun visor would fall down unless you twisted it up well away from the windshield, almost over the driver's head. Another eBay find was a correct visor bracket for \$29. When it came in, I got it painted up in the correct dark blue. But when I went to install it it was obviously for the opposite side. I sent an email to the seller to let him know he had sent the right side, not the left – and moments after I hit send I noticed 'LH' machined on the back. Left hand. And 'RH' stamped on the back of the one from the car. Right hand. Sure enough, the visor installed on the passenger side was LH – the visors had been accidentally swapped out when the car was restored 27 years ago and nobody caught it.

I cleaned and painted the former driver's visor bracket and was relieved that it actually worked fine when installed on the correct (or right hand) passenger position. Both visors not only work properly but look much better now that they hang correctly.

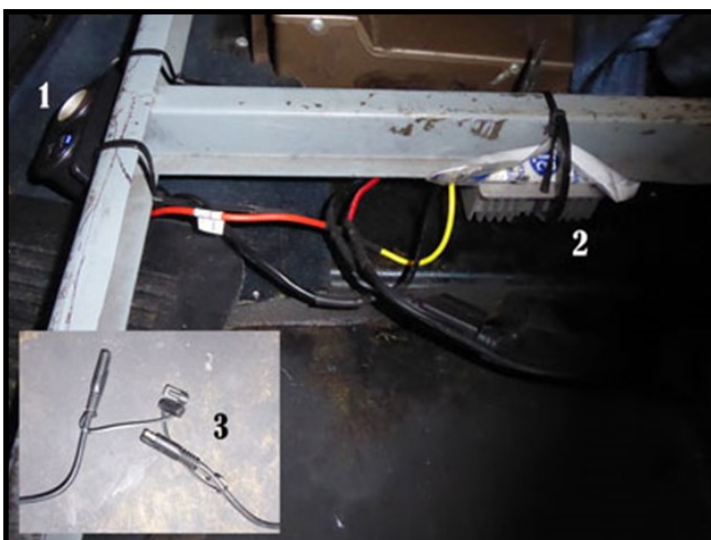




The next project started with an eBay find – a blue plastic interior light switch that looked exactly like the one in Bella – well, it looked exactly like the interior light switch HAD looked when the car was new, but the original had started to sag and deform with age. (A not uncommon problem I will not elaborate on here).

The problem came when the switch arrived and I went to install it. It turns out Packard used a two-terminal switch to pass power through instead of a single wire that the switch would ground. I was able to turn the flat grounding strap into an upright connector post and used a small brass screw and nut. The new switch works smoothly and looks good.

The last project I will talk about here is not really an issue with the car, but a convenience for tours and long drives. I wanted to install a 12-volt power plug so I could run my GPS and charge cell phones and other devices with USB ports. However, I did not want to make any permanent changes, including drilled holes. I use a battery tender with a removable plug that lets you keep the hookup to the battery, which in Bella is located under the driver. More eBay



purchases here – a plastic charger port block with a cigarette lighter socket and two USB ports for \$12, and a 10-amp voltage converter to bump 6 volts up to 12 volts for \$22. An extra battery tender connector cable was \$6. I attached the charger port to the front of the seat frame with back zip ties which I also used to attach the converter to the seat frame center brace. In order to be super safe, I added in a 7.5-amp fuse between the converter and the connector, which had a fuse built into it as well. The result is an almost invisible power port that I can disconnect easily and required zero changes to the car.



So that's some, but not all, of the piddly Packard projects that have helped pass my time!



Bella at the HVPR/TRACA 'Flash' tour.
[Keen eyed readers, or followers of the AACA Discussion Forum, will notice another "piddly Packard Project" - Editor]





If I Only Had the Time

By Fred Trusty, Vice President—Membership
(Reprinted w/permission from *ACA Rummage Box*, Spring 2020)



As of the writing of this article, most of us have been on some sort of shelter in place or limited movement restriction in our communities for at least 4 – 6 weeks. For some areas it has been even longer than that. A lot of people haven't left their houses unless it's going to the grocery store every few weeks. Think about it. In some states, you can be fined just because you went for a drive in your car. Who would have ever thought something like this could happen in America? Remember the old saying, "When life gives you lemons, make lemonade."

So, what have you been doing to occupy your time? If you're like most car enthusiasts, you've spent some time on the Internet searching for parts, accessories, or maybe researching a particular vehicle. I bet a lot of you have looked at cars for sale on Hemmings thinking that there are some good deals out there since the economy has done a nose dive. One of the first things I did was search for hard to find parts for my 1955 Pontiac 2-door wagon. Right off the bat I found the taillight housings at a fair price. They weren't in great shape, but at least there weren't any cracks or pieces missing. Yes, the opening in the body is the same as a 1955 Chevy, but the light itself is different. I immediately dropped them off at Highline Plating and two weeks later I had a couple of beautiful chrome housings. I already had the clear backup lenses from my original housings, so I started to search for the brake/light lenses. I found a pair of NOS lenses on eBay with the "buy it now" price of \$1,250.00. No typo. The decimal is in the correct place. If I spend that much for (2) 3" round pieces of red plastic with a small metal band, I better get used to sleeping in the dog house. Pretty small accommodations. So I began looking for other parts. I found a NOS grille filler panel at a great price. A few small spots of surface rust here and there, but other than that, just like new. I was still searching for the lenses when I stumbled on a pair of brand new front floor pans. When I saw the price I hit the "Buy it Now" button as fast as I could. Then a couple weeks later there was another pair of NOS brake/light lenses listed as auction style on eBay. Just like a gunfighter in the old west, I was ready with my fingers twitching at the keyboard as I faced off for the show down as the auction closing drew near. With just a few seconds left I drew and fired at reserve price. Bingo! I stole these lenses and I didn't even use a mask and gun. I also found a few other parts for my projects but after several weeks, looking for parts gets boring.

How about the maintenance on your old cars? Oil changes, brake adjustments, cleaning and waxing. Done. Next I started to actually work on some of my projects. I made a lot of progress but if you've ever restored a car, there comes a point where you are waiting on parts to come back from a vendor or you need the money to order more parts. In my case, I know the transmission kick down rod for my 1976 Ford F-150 Supercab is in the garage somewhere, but I can't seem to find it. If I order a new one and install it, then I'll find the old one. OK. Time to clean out the garage. Years and years' worth of Hemmings and club magazines to the recycle bin. Done, and still no rod, but I did find that 7/16 combination wrench that has been missing for years, again. Now I have three of them.

Then I thought I would write some articles for our local region and, obviously, for the Rummage Box. Done. I made a list of all my friends to call and check on. I called both of them the first day. Next, clean out my office. Done. Get rid of some old clothes in my closet. Done. I even offered to have a 10-yard dumpster dropped in the driveway so my wife could get rid of some shoes. Please refer to the sentence in paragraph two about small accommodations. Meeko, our 80-pound German Shepherd/ Huskie mix is not pleased at having a roommate. Oil all the door hinges in the house, get rid of some old house paint, and one more quick look on eBay for car parts.

Then there are those projects that you really don't want to do because they involve some physical labor. You know, the ones that for years you've said, "If I just had the time I would do this or that". Then comes the stark reality that thanks to coronavirus you do have the time now. There is no excuse for not tearing out that old falling down fence and putting up a new one. Or maybe cutting down that half dead tree, cutting and splitting the wood, and filling up the firewood shed. And one of my favorites is cleaning out gutters, which I have still not done yet.

I look forward to the day when things get back to normal and I can go back to saying things like, "If I only had the time, I would clean out the gutters."





TRAACA MEMBERS' PAGE

Welcome to Our New Members!

No new members at this time.

Sunshine Report



Our thoughts & prayers go out to the following members:
Nothing new.

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



Members celebrating anniversaries in June

Mark & Margie Anthony
Barry & Mary Ellen Basnight
Bob Bond & Pamela Hamilton-Bond
James & Phillis Carnforth
Dick & Holly Chipchak
Richard & Linda Cooper
Charlie & Sandy Dawson
Stephen & Tracey McDonnell
Albert & Georgiann McVicker
Al & Sharon Mercer
Ed & Diane Monroe
Reggie & Cindi Nash
Bill & Felicia Saddler
Ken & Sarah Saiya
Sal & Jo Ann Saiya
Mark & Sue Strang
Neil & Marty Sugermeyer
Radford & Margie Tillett



Members celebrating birthdays in June



David Belton
Jean Belton
Travis Berry
James Briggs
Cecil Burr
Briant Capps
Dick Chipchak
Dan Ciccone
John Clark
Mary Beth Clark
Bill Coburn
Richard Cooper
Sandy Dawson
Roland Downing
Connie England
Joe Formato
Emmett Hawks
Marjorie Joslin
George Keen
Sam Kern
Bette Lawrence
Mark McAlpine
Toni McChesney
Dick McIninch
Cathy Miller
Reggie Nash
Claude Reeson
Candice Shelton
Barbara Sieck
Bob Stein
Ashley Stutz
James Woodall



DOWN THE ROAD

Other Regional and Local Events

June



**13 - York Springs, PA -
Gettysburg Region
AACA Annual Auto & Truck
Show.**

**17-20 - Berlin, OH Oakland-
Pontiac Worldwide Region,
Homecoming Tour - Open to all
1908-1958 Vehicles Contact:
John Armstrong 614-316-6029 -
jarmst2@columbus.rr.com**



**20 - (Cancelled) Richmond,
VA Richmond Region
AACA, 51st Annual Richmond
Collector Car Show and Swap
Meet**

July

**11 - Lutherville, MD - Chesapeake
Region's Four Alarm Collector
Car Show. Location: Fire Museum
of Maryland, 1301 York Road,
Lutherville, MD 21093. Contact:
Phil Hack 410-292-
3656 phack126@gmail.com [www
.chesapeakeaaca.org](http://www.chesapeakeaaca.org)**



**23-25 - Annual Grand
Nationals - NB Center for
American Automotive
Heritage, Allentown, PA.**

2020 TRAACA CAR SHOW

The date, time, and site for 2020 Meet are set: September 19 at the Military Aviation Museum from 8am to 3 pm. This year's theme is the Evolution of America's Corvette. We are working to assemble at least one example from each of the 67 model years of the Corvette, including the revolutionary 2020 mid-engined car. The Corvettes will form up and parade onto the show field at 11:00AM immediately after the National Anthem. Members of TRAACA who own Corvettes will be invited to be part of this exhibit before any others.

The Meet is also inviting Clubs centered on specific Marques to display their cars en masse under their Clubs' banners on the North Field at the Aviation Museum.

Our intent is to continue to educate the public on the importance of the antique and collectible cars to the development throughout the decades of private transportation. Every vehicle on the road today is the result of the design and construction of yesterday's cars and motor vehicles. One of our greatest freedoms is the freedom of unchallenged mobility which motorized vehicles provide. We celebrate that in conducting this Meet.

Name That Car!

Quiz and photos by Mark McAlpine



AACA Calendar of Events

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

JUNE 02020

~~7-12 AACA Sentimental Tour
Davis, WV CANCELLED~~

~~24-27 AACA Eastern Spring Nat'l's
Beckley, WV CANCELLED~~

JULY 2020

8-11 2020 AACA Grand Nationals
Allentown, PA

~~19-24 AACA Reliability Tour
Lock Haven, PA CANCELLED~~

AUGUST 2020

12-15 Eastern Divisional Tour
Eastern Shore of Maryland

~~20-22 AACA SE Fall Nationals
Elizabeth, IN CANCELLED~~

SEPTEMBER 2020

13-18 AAA Revival Glidden Tour®
Saratoga Springs, NY

OCTOBER 2020

~~7-10 AACA Eastern Fall Nationals
Hershey, PA Car Corral and
Flea Market Cancelled Car Show
Pending~~

19-23 AACA Central Divisional Tour
Broken Arrow, OK

FEBRUARY 2021

11-13 AACA Annual Convention
Philadelphia, PA

MARCH 2021

17-20 AACA Special Dual Nationals
San Juan, Puerto Rico

APRIL 2021

8-10 AACA SE Spring Nationals
Concord, NC

20-23 AACA SE Divisional Tour
Central Florida

MAY 2021

6-8 AACA Central Spring Nat'l's
Auburn, IN

20-25 AACA Founders Tour
Davis, WV

JUNE 2021

17-19 AACA Eastern Spring Nat'l's
Saratoga Springs, NY

JULY 2021

11-16 AACA Vintage Tour
Lock Haven/Wellsboro, PA

22-24 AACA Grand Nationals
New Ulm, MN

AUGUST 2021

20-21 AACA Western Fall Nationals
Loveland, CO



ANSWERS: 1) 1958 Oldsmobile Super 88 Fiesta station wagon; 2) 1954 Buick Skylark convertible; 3) 1958 Buick Roadmaster convertible; 4) 1955 Oldsmobile Series 98 Starfire convertible; 5) 1959 Dodge Custom Royal Lancer convertible; 6) 1958 Ford Fairlane 500 Skyliner retractable hardtop; 7) 1959 Mercury Parklane convertible; 8) 1958 Chevrolet Impala convertible; 9) 1960 Lincoln Mk V convertible; 10) 1960 Edsel Ranger convertible; 11) 1959 Chevrolet Impala convertible; 12) 1966 Oldsmobile Toronado Deluxe coupe; and 13) 1967 Pontiac Grand Prix convertible.



EDITOR'S DESK

Doug Grosz and Ken Packard
traaca.mudflap@gmail.com

Well, I can't believe another month has gone by already! This is the sixth issue that Doug and I have worked on, and it really is enjoyable each month to take time to revisit what our club has done and also to reflect on what I've been able to enjoy in the hobby!

One upside of all of the time that we have on our hands these days, at least for me, is the ability to do some more Packard projects! [I swear, just because Doug and I own Packards does NOT mean we are trying to turn the Mudflap into a Packard only publication!] I loved Bob Stein's article about "piddly" projects, but he's lucky! In my experience, even the smallest project is never piddly—take for example a recent one of mine. The brake lights had stopped working, and I wanted to get this fixed before I drove the car again. I assumed it was the brake light switch, but I wanted to verify before I spent the money and time—especially since I don't really like bleeding the brakes! So, I found out that the light bulbs just had some very light corrosion—voila, piddly Packard project solved! Except, I also noticed that the weather stripping on the tail light lenses was dry rotted. And one of the housings had some light surface rust.

Ok—so I found new weather stripping, and did some de-rusting and painting. But then I decided to upgrade to LED lights. And had to order two sets, because the white bulbs were too bright, and "shined" through. And then I decided to get some NOS tail light rings, because mine were heavily oxidized. You can put NOS parts on an HPOF car like mine, so I did. Good thing I had a source too, because I cracked one! Lucky for me he had another.

On second thought, maybe the piddly project problem is me! Sometimes I can't leave well enough alone!

I have been able to use the time to my advantage as well, and it brings me to the main point of this rambling editorial—no matter what I do to my old car, I consider myself a caretaker, and hope to leave the car better than I found it! I don't want to be the type of mechanic that leaves future caretakers shaking their heads in disgust.

One of my goals for this spring was to improve the driveability of my Packard—it just didn't feel like a Packard should. One of the first things I did was jack up the front end and inspect the king pins. It turns out they were both shot. I happened to have a king pin rebuild kit on the shelf, so I thought it would be a simple job. Boy, was I ever wrong!

The king pins on these cars are not retained with a bolt, but rather with a soft metal pin driven into a tapered hole on the wheel spindle. Simple, right? Wrong. Someone had decided to use a "Lincoln brand electric wrench" to put a large mushroom of arc weld on the king pin retaining pin! I don't know if the unidentified mechanic had experience with those pins working loose in the past, or was just a belt and suspenders kind of guy, but I do know that in or-

der to get sufficient purchase to get the pin out, I ultimately had to remove the coil spring from that side of the car so I could pull out the entire suspension linkage! Not what I intended. A few curse words may have been uttered at that point. It's okay, I wanted to practice coil spring installation that weekend anyway.



I also discovered that someone, perhaps the same erstwhile wrench wielder, had stuffed the drivers shock with grease, rather than 10W oil. Another call to my parts provider, and we were in business.

The other major project I was able to knock out was getting the intake manifold replaced. The old manifold had a stripped out bolt hole, so I could never get the intake and exhaust to seal at the hot box junction. I took the opportunity while the manifolds were out to get them resurfaced. A necessary job that I had neglected in the past, but what was promised in a week took closer to six! Beautiful work, and glad I did it, but it kept me out of the flash tour.

I guess that's the silver lining of all of this—instead of living with a few problems that I didn't have time to fix this winter, and get the car ready for Charlotte, I was able to really dig into it and improve it a lot. It drives so much better, and once I get the valves adjusted, I'm looking forward to a lot of reliable touring miles this summer and fall, and I can't wait to share my experiences with other club members about all the things I screwed up, and the mistakes I uncovered along the way. After all, isn't that what this hobby is all about?

I can't wait to see you all again, and hope to see some of you at Doumars in a few short weeks!
 Be safe, and happy motoring.

Ken



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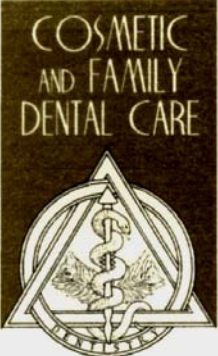


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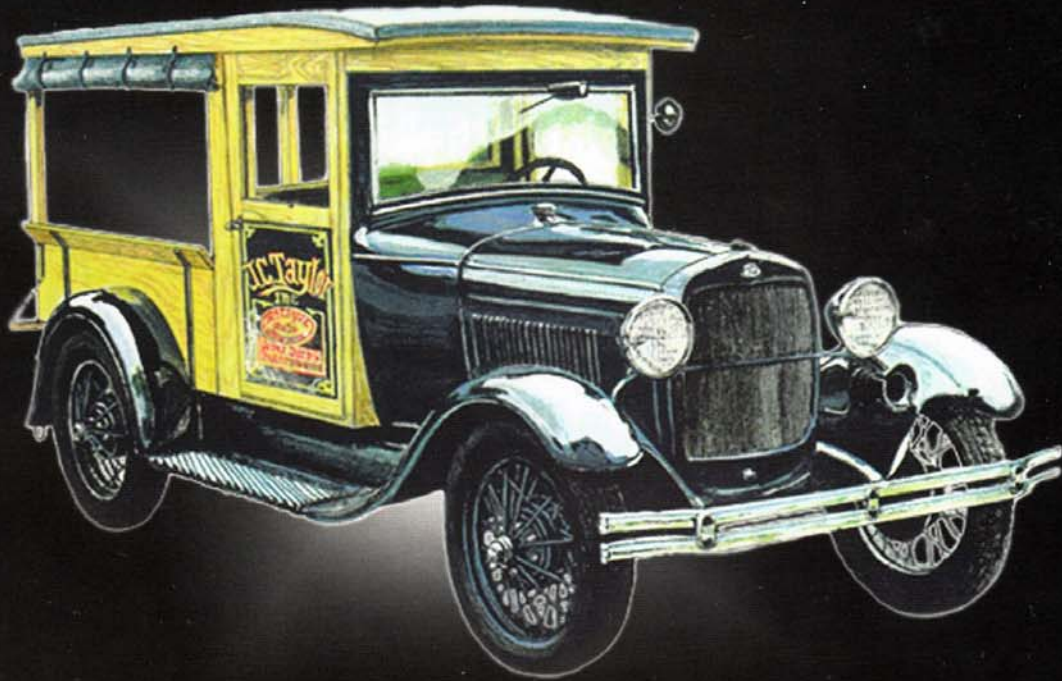
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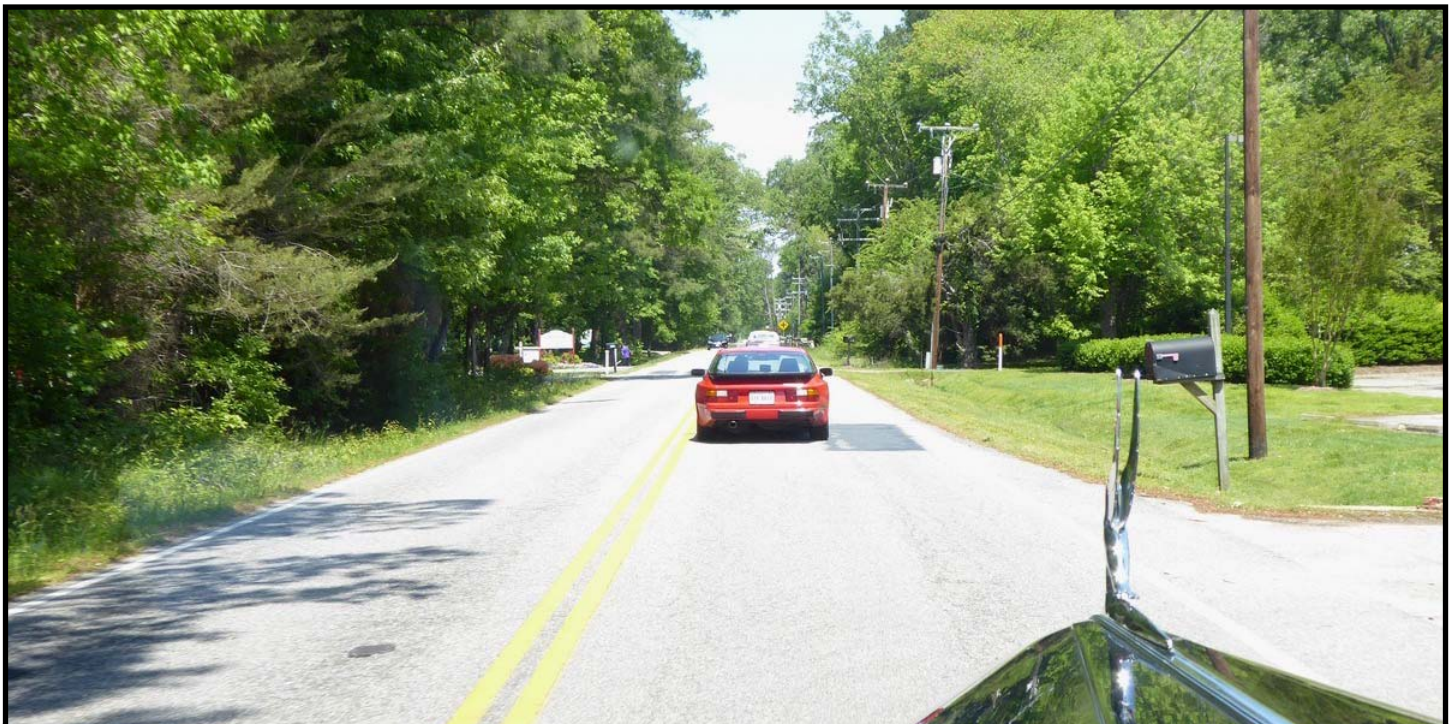


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A view from Bob Stein's 1941 Packard 110 on the HVPR/TRAAC 'Flash' Tour!