

# The Mudflap

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

Volume 58, Issue 7

July 2014

## Hi ho, hi ho—it's off to Yorktown we go!

### Scavenger Hunt & Picnic - Sat, 26 July

The TRAACA and HRAACA are off to Yorktown, VA, on Saturday, July 26th, for our July Club Activity, which is being hosted by Jim and Donna Elliott. In lieu of having an evening dinner meeting in July, we will be spending the morning at the Yorktown Battlefield, followed by a visit to the Elliotts' shop in Yorktown for a lunch being catered by Arby's.

The Calling Tree Captains will be calling to request your RSVP and menu choice. **Responses need to be in by July 14th so that Donna Elliott can place the order for the food.**

#### Schedule:

**10:00 a.m.** Meet at the Yorktown Battlefield National Park Service Visitor's Center. (Admission to the Park is \$7.00 per person or free with a National Park Service Senior Lifetime Pass, which is \$10 and admits you and

three guests to all National Parks.) Those who wish to skip the battlefield may go straight to the Elliott's shop at 12:00 p.m.

**10:15 a.m.** Begin driving tour of the Yorktown Battlefield. You will be given a historical questionnaire. If you receive a perfect score, you will be eligible for a prize.

**12:00 p.m.** Conclude tour at Jim Elliott's shop at **100 Sentry Circle, Yorktown, VA.**

Lunch is being catered by Arby's of Yorktown. Cost is \$7.00 per person for your choice of roast beef sandwich, turkey sandwich or entrée salad. Payment for lunch will be collected at the Elliott's shop. Members are asked to bring a dessert to share. **Remember: please RSVP to the Calling Tree no later than July 14.**



**CAUGHT IN THE HEADLIGHTS**—John & Lynn Heimerl in front of their 1935 Chrysler Airflow Imperial coupe. Read the story on Page 13.



### TRAACA CALENDAR

Check [local.aaca.org/tidewater](http://local.aaca.org/tidewater) for the latest info on upcoming events!

#### July

**1** TRAACA Board Meeting - 6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport

**26** Tour of Jim Elliott's garage Scavenger Hunt / Barbecue

#### August

**6** TRAACA Board Meeting - 6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport

**21** TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport

**23** Garage Tours  
(Details to be provided.)

#### September

**2** TRAACA Board Meeting - 6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport

**6** Bay Lakes Retirement Community Car Show  
Virginia Beach, VA

**10** TCC Chapter Meeting  
TCC Regional Auto Center  
Chesapeake, VA

**26** "Wings & Wheels" Meet  
Friday Night Social

**27** TRAACA 41st Annual Meet  
"Wings and Wheels" at the  
Military Aviation Museum  
Virginia Beach, VA



## From the Driver's Seat

Wes Neal  
TRAACA President  
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(757) 321-6325

*"You have to love a nation that celebrates its independence every July 4, not with a parade of guns, tanks, and soldiers who file by the White House in a show of strength and muscle, but with family picnics and old cars where kids throw Frisbees, the potato salad gets iffy, and the flies die from happiness. You may think you have overeaten, but it is patriotism." - Erma Bombeck*

### 2014 TRAACA Officers & Board

President - Wes Neal: wes.neal@cox.net  
Vice President - Jim Villers: 190sljim@cox.net  
Secretary - Melanie Kordis  
Treasurer - Chris (Kit) Lawrence  
Board - Tyler Gimbert  
Board - Marion McAlpine  
Board - Skip Patnode  
Board - Tim Russell  
President Emeritus - Bob Stein

Visit us on the Internet at:  
[local.aaca.org/tidewater!](http://local.aaca.org/tidewater!)

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

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So, here we are in July celebrating our nation's independence once more. Our June Dinner also celebrated, honored, and recognized our military veterans, while Dr. Charlie Fletcher (a WWII veteran) presented one of our first post-World War II initiatives—to hold back the Russians in Europe while educating our veterans. I hope you and your antiques are involved in a 4th of July activity too. The 4th always seems to have Flags, Fireworks, Picnics, and of course **Old Cars!**

Our Activity and Dinner in July will be something special, and the same event. As I had mentioned early in the year, the Dinner Committee is looking at ways to cut our dinner costs, bring out more members, and get out more of the antique vehicles. From May to August, with all of us doing many things, our attendance at the TRAACA monthly dinners is about 25 percent lower than during the rest of the year. So July was planned to be one of those months when our Monthly Dinner Meeting is associated with a weekend daytime Activity. Please read in this issue of *The Mudflap* the great plans put together by Jim & Donna Elliott, our Activity Committee and our Dinner Committee for a garage tour, barbecue and scavenger hunt at the Elliott's on Saturday, July 26.

Our Tidewater Community College (TCC) Chapter is taking a month off as the students are out of school for summer break, but our Chapter Leaders—Tyler Gimbert, Melanie Kordis, and Bob Parrish—are working to have a full club event soon at the TCC Regional Automotive Center (RAC) in Chesapeake.

I hope you are enjoying the summer and look forward to seeing you soon. Until then—**Drive Safe.**

*Wes Neal*

### 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	Frank Waldner	430-2770
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Rhonda Russell	471-4031
Howi—Kni	Alan Ives	547-2234
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	Jane Cutright	479-4302

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# From the Running Board

## June 4, 2014 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:35 pm at The Holiday Inn–Norfolk Airport on Military Highway. Board members present were Wes Neal (President), Jim Villers (Vice President), Melanie Kordis (Secretary), Kit Lawrence (Treasurer), Tim Russell, Skip Panode, Marion McAlpine, and Past President Bob Stein. Also present were Dick Chipchak, Mark McAlpine, Bob & Dot Parish, and Richard & Sandy Hall.

Kit Lawrence read the Treasurer’s report was A motion carried approving \$250 to purchase a memorial brick for the Cammack Tucker Exhibit at the AACA Museum.

**COMMITTEE REPORTS**

**Marketing/PR:** Efforts underway for the Fall “Wings & Wheels” Meet.

**Youth Chapter:**

Thirty students have signed up for the Tidewater Community College (TCC) chapter and are members of AACA for one year thanks to the generosity of TRAACA members.

Plans being made to hold monthly meetings at TCC’s Regional Automotive Center (RAC) in Chesapeake.

Plans being made to have small car show and ice cream social for students at the RAC on Sat, July 12. Please contact/RSVP to Melanie Kordis. [NOTE: Cancelled.]

Clarified that TCC members are AACA members but not official TRAACA members. Bob Parish will provide information as to TRAACA’s responsibilities in sponsoring a youth chapter and report next meeting.

Melanie will provide more information about the responsibilities of TRAACA to a TCC student club as a sponsor at the July Board meeting.

**Communications:**

Debut of new editor Mark McAlpine’s first Mudflap; excellent reviews.

Discussion on current and new ads for the Mudflap, contact information for Board officers to be included in the Mudflap, list of 2015 National Meet committee leads, and new content to highlight new members and/or a member/car each issue.

Mark requested stories & ideas be sent; all are welcome.

**Activities:**

Activities Committee Report and discussion of activities for 2014, led by Dick Chipchak.

- Garage Tour in Yorktown at the Elliott’s is scheduled for Saturday, July 26, 11am-3pm. The Call Tree will call members & submit RSVPs as a monthly dinner

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- activity.
- Discussed Tides game/dinner gathering on June 21st. Limited number of RSVPs received to date.

E-mail all activity suggestions to Dick.

Activity Committee will submit a 3-month projection for inclusion in the Mudflap

**Restaurants/dinner meetings:**

Report submitted electronically by Marion McAlpine. The June dinner meeting will be at the Holiday Inn. The July dinner will be a garage tour and BBQ at Jim and Donna Elliott’s on Saturday, July 26 from 11am-3pm.

**Society:**

Report by Jim Villers. Two new members joined in May.

**OLD BUSINESS**

Thank you to Bob Stein for keeping track of and storing unused plaques.

**NEW BUSINESS**

- The Hemming’s Motor News Great Race is stopping over in Portsmouth on Tuesday, June 24.
- The Bandit Run is stopping over in Virginia Beach on Monday-Tuesday, June 23 & 24.

**MEET ACTIVITY**

- ODMA: Voted to switch 2016 Meet with Martinsville-Danville. Tidewater will now host it in 2017. Mark & Marion McAlpine will check on the availability of the Founder’s Inn for the meet location.
- Committee forming for the 2014 TRAACA Wings & Wheels Meet. Volunteers still needed. Contact Tony Scarpelli, Meet Chairman.
- 2015 AACA Spring Meet: Seed money deposited in a separate account.

There being no further business, the meeting was adjourned at 7:56pm.

Respectfully submitted by  
Melanie Kordis, Secretary

# Our First Grand National Meet—Lebanon, TN—June 2014

Story by Marion McAlpine. Photos by John Heimerl & Mark McAlpine



Replica of Clay's Service Station—Lebanon, Tennessee's first gas station—at Fiddler's Grove Historic Village, Lebanon, TN

Mark and I went to the AACA Grand National/Southeastern Fall National Dual Meets in Lebanon, TN, on June 12-14, 2014. This was our first Grand National (and first Dual) Meet. We did not take a vehicle to be judged, but went to judge at both meets and to present Continuing Judges Education (CJE) courses on Saturday. I teach a course on Basic Engines (Judging Engines for Beginners) and Mark teaches a Chassis Judging course.

Thankfully, our trips to and from Lebanon were uneventful. Going there we chose to take the I-85 to I-40 route which had more mountains than the I-81 to I-40 route, but fewer trucks. More importantly, and this was sheer luck, we missed a large accident on I-81 which delayed some of our club members 1.5 hours. The scenery on the route was beautiful and the weather cooperated for the most part, with only a couple of areas of rain.

We arrived in Lebanon on Wednesday, June 11th. Being one exit from the show field, several hotels on our freeway exit were being patronized by AACA members, as we saw many old cars and car trailers in the vicinity. The locals seemed excited about having the AACA Meet in their town. There were information sheets about the Meets in the hotels and restaurants. People in town were very friendly and thanked us for coming to visit their community.

On Thursday we drove about 30 miles to Nashville, TN, to see the Antique Archeology store. If you are not familiar with the "American Pickers" show on the History Channel, they are a couple of guys who travel back roads across America (and now overseas) to find antiques and memorabilia to sell in their stores in Iowa and Tennessee. (When we watch the show, we frequently wish we could figure out the location of the places the show's stars—Mike and Frank—are stopping at and finding great deals so we could go buy some of the automobilia & petroliana collectibles they didn't "pick" and left behind.)

The store was fun to see, but even more exciting were

the building that housed the store and the building across the street. The buildings were the original headquarters and factory for the Marathon Automobile. This vehicle was only built from 1907 to 1914. Currently, the buildings contain several shops, restaurants, and warehouses. The building across the street from the Antique Archeology store houses a small museum of Marathon automobiles in the company's former showroom, but it was closed when we were there. There were no hours of operation on museum's door, but we must have been in the right place at the right time. We walked across the hall from the museum to an art gallery (which had a wreath on the door made of car tools). While inquiring if anyone knew what the museum hours were, one of the owners of the gallery walked in. It turned out that she and her husband own the buildings and the museum. She graciously let us in the museum to take photographs of these rare cars and gave us some history on them. Stay tuned for a future article about these interesting automobiles and the journey of the couple who obtained the Marathon Buildings and cars.



Former Marathon Motor Works Factory, Nashville, TN

We were able to meet up with several TRAACA friends who also made the trek to Lebanon, TN. Mark and I had dinner at Demos, a local restaurant, with eight TRAACA members (the John & Lynn Heimerl, Bob & Dot Parrish, Jim & Donna Elliott, and Peter & Claire Cantanese), plus Franklin Gage (our friend and adopted member) and a couple the Parrishs know. We also saw fellow TRAACA member and past AACA President Tom Cox, former AACA President Mike Jones, and several other AACA members at the restaurant. We finished our evening by having ice cream across the street.

On Friday and Saturday the AACA meets were held at Fiddlers Grove Historic Village, located in the Wilson County Fairgrounds. Fiddlers Grove is a rather unique place. Someone had the foresight to find and move historic shops and homes from around the county

and collect them into one area. The buildings are arranged around small streets and renovated (like restoring a car). You feel like you are walking around a small country village, complete with a school house, country store, and gas station with old fashioned pumps. I think it is a great way to preserve history.

The AACA show vehicles were placed around the buildings and open areas at Fiddlers Grove and the Fairgrounds. The judges' programs and the awards banquets were held in an open air pavilion. Thankfully the rain held off until Thursday evening and ended just before judging started on Friday. The weather cooperated and remained dry the rest of the weekend.



**Marion McAlpine judging HPOF (but violating the AACA rule of "do not touch")**

While judging on Saturday, we were serenaded by cows, goats, pigs, and other farm animals—there was a 4-H Club competition going on at one of the fairground's open pavilions. We chatted with one of the teen competitors who allowed us to pet his cow and snap a picture of her. It was good to see young adults learning responsibility and respect for animals.

If I were to use one word to describe the cars in Lebanon, it would be "WOW!"

There were approximately 400 cars scheduled for each meet. Some cars were there for both meets. It was a great way to get awards from two meets without leaving the field. We saw some beautiful cars in Lebanon including four Jones Automobiles owned by—you guessed it—Bob and Ann Jones. These were beautiful automobiles with limited production in both years and numbers. (Look for a future article on these cars.)



**Ann & Bob Jones in front of Ann's 1917 Jones automobile**

The following TRAACA members attended the Lebanon Meets: Claire & Peter Cantanese, who came to enjoy the Meets; Tom Cox, who did National Awards; Dot &

Bob Parrish—Dot worked Administration and Bob did National Awards for both meets; Jim & Donna Elliott, who showed their 1928 Auburn Roadster and received its First Grand National Award & 2 Preservation Awards; Jim also judged at both meets & was recognized for achieving 75 judging credits; Lynn & John Heimerl, who showed their 1935 Chrysler Airflow, which received its First Grand National Award & 2 Preservation Awards; Marion & Mark McAlpine—both judged at both meets and presented CJE courses; Sharon & Al Mercer—Sharon worked Administration at both Meets; and Linda & Bill Treadwell—Bill judged at the Southeastern Fall Meet on Saturday.

Mark and I had a great time in Tennessee. The Mid-Tennessee Region did a wonderful job, especially considering the huge task of sponsoring dual meets.



**Bob Parrish recruiting new AACA members**



**Jim Elliott & John Heimerl receive their First Grand National Awards for their cars from AACA President "Micky" Bohne**



**Mid-Tennessee Region AACA clubhouse, Lebanon, TN**

# The Great Race Comes to Portsmouth, Virginia

Story by Marion McAlpine. Photos by Mark McAlpine



The Great Race's ultimate winners—Irene & Barry Jason—enter the Portsmouth, VA, checkpoint in their 1966 Ford Mustang

The Great Race, which is in its 32nd year, stopped overnight in Portsmouth on Tuesday, June 24th, on its way to Florida. The Hemmings Motor News Great Race is a timed rally race, and this year it had a total purse of \$150,000 (the winning team receives \$50,000!) and over 100 competitors. Although it's a race, the participants have fun and treat each other like family.

This year's 2,100 mile race started in Ogunquit, Maine, on June 21st and ended in The Villages, Florida, on June 29th. (Per the Ocala Star Banner newspaper, Team Jason Performance—Irene and Barry Jason—won the race for the third year in a row, with the only significant change



TRAAC Members welcome the Great Race in Portsmouth, VA.

this year being that they did it in a six-cylinder 1966 Ford Mustang instead of the 1935 Ford coupe they won the race in the previous two years. Barry navigated and Irene drove. The Great Race website shows 98 teams participating, 82 of which finished, with less than six minutes separating first place from second and less than fifty minutes separating the top fourteen places. The Great Race participants started pulling onto Crawford Parkway in Portsmouth about 6:00 p.m. (about 30 minutes later than expected, reportedly because of getting stuck behind farm equipment on the Eastern Shore), and were greeted by local car clubs and car enthusiasts including members of the TRAACA.

The Great Race started in 1983 with a race from Los Angeles, California, to Indianapolis, Indiana, open only to pre-World War II vehicles. The race is now open to vehicles manufactured in 1972 or earlier. The race is timed and the competitors start a minute apart. The route is along back roads since many of the cars are not up to driving on the interstate. No GPSs or even maps other than those provided by the race are allowed. The teams are provided detailed directions 30 minutes before their scheduled start times each day and must followed the directed route.

The Great Race is held annually. The race's route changes each year, and apparently this is the first time it has stopped in Portsmouth. The race has stopped in Norfolk three times previously and even started there in 1991. New TRAACA member Bob Hanbury, who lives near the Great Race stopping point in Portsmouth, arranged for 30 antique cars from our club to park on his condominium complex's property and he graciously fed us a catered BBQ dinner. All those participating were grateful for Bob's generous hospitality. A special thank you to Bob & Dot Parrish for helping Bob Hanbury by



(L to R) TRAACA Members Jim Villers, Ron & Tina Pack, Wes Neal, Bob Hanbury (our host), and one of Bob's employees

informing and getting the club members to his place and to Mark McAlpine for helping to park the cars.

TRAACA members who welcomed the Great Race competitors included:

- Jerry Adams
- Jere & Carol Avenson
- Riley Best (great to see him again!)
- Tyler Brown
- Dick Chipchak
- Dan & Angie Ciccone
- Bill Coburn
- Sue Bond & here nephew Cole
- Charlie Daniels & Chris Hunt
- Scott Davies & Holly Forester
- Dick & Nancy Eberle
- John & Marie Gancel
- Bob Hanbury
- Sam Kern
- Alfonzo & Patrizia Ludovici
- Mark & Marion McAlpine
- Mickey & Toni McChesney
- Dana & Debbie Meadows
- Dewey & Maxine Milligan
- Ed Monroe
- Wes Neal
- Ron & Tina Pack
- Bob & Dot Parrish
- Skip Patnode
- Larry Printz
- Tim & Rhonda Russell
- Tony & Leslie Scarpelli
- Dwight Schaubach
- Bob Stein
- Neil & Marty Sugermeyer
- Ken & Barbara Talley
- Rad & Margie Tillett
- Bill Treadwell
- Jim Villers
- Bill Wilcox

Reportedly the 2015 race will be along Route 66. Who want to enter the race next year and “get their kicks on Route 66”?



**The Great Race's first-ever Japanese competitors in their 1970 Nissan Laurel**



**Pete & Barbara Vicari's customized 1948 Buick Super 8**



**Team #30's 1918 American LaFrance Speedster**



**Humpy Wheeler's 1953 Hudson Hornet Coupe**



**TRAACA members' classic vehicles at the Great Race**

# Historic Fredericksburg Region AACA Annual Meet—Saturday, June 7, 2014

Story by Neil Sugermeyer

Photos by Neil & Marty Sugermeyer

The Historic Fredericksburg Region AACA (HFRAACA) always has a great location for its annual meet—on the streets in the downtown Richmond historic district—so this year, Marty and I, plus our dog Johnny, decided to accept their invitation to attend. We left Virginia Beach in our 1965 Rambler Classic 770 convertible on Friday and stayed in a motel in order to be at the meet at a reasonable hour the next morning. Saturday was a pleasant day, warm and sunny, and we were fortunate to be parked under a tree that shaded us all day. Parked next to us was Dick Ivey with his 1964 Ford Fairlane, probably the last meet he attended as he passed away two weeks later. Dick will be missed by all of us who knew him, as he was an active car enthusiast at many, many shows in the past.

At the show were a good number of early Model T Fords, a 1902 Knox, Jeff Brown's Wayne, a group of two passenger T-Birds, and many other antique cars representing the spectrum of years of the hobby. A feature of the show was the Model T reassembly demonstration where a completely disassembled Ford Model T roadster is reconstructed and driven away in less than 15 minutes. No wonder Henry's factories were able to crank 'em out as fast as they did. Amazing!

The city of Fredericksburg cooperated very well with the HFRAACA to make the meet enjoyable for all participants and spectators. The main streets in the historic district were blocked off for the car display, and having the stores adjacent to the cars open for business made the experience fun for all.

Probably because of a number of other conflicting local car shows that weekend, the only other TRAACA members in attendance were Jeff and Pat Locke who showed their 1985 Cadillac sedan. The meet ended at 3 p.m., at which time trophies were handed out. Since our Rambler was registered as "do not judge," we headed for home, and are determined to return next year, we hope joined by more TRAACA members.



Ford Model T disassembled



Ford Model T after being reassembled



1902 Knox



1952 Hudson Hornet



## AACA Calendar of Events

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

### July 2014

- 31- Central Fall Meet  
2 Aug Oconomowoc, WI

### August 2014

- 14-16 Central Division Tour  
Texas Panhandle

### September 2014

- 8-12 Sentimental Tour  
ME / NH / MA
- 18-20 Western Fall Meet  
Big Sky, MT
- 21-26 Revival Glidden Tour  
Defiance, OH

### October 2014

- 8-11 Eastern Fall Meet  
Hershey, PA
- 20-24 Founders Tour  
NJ

### February 2015

- 12-14 AACA Annual Meeting  
Philadelphia, PA

### March 2015

- 6-8 Winter Meet  
San Juan, Puerto Rico
- 18-21 Dual Grand National Meet  
and Western Spring Meet  
Tucson, AZ

### April 2015

- 9-12 Southeastern Spring Meet  
Charlotte, NC
- 30- Eastern Spring Meet  
2 May Virginia Beach, VA

### May 2015

- 4-6 SE Divisional Tour  
Knoxville, TN
- 14-16 Central Spring Meet  
Auburn, IN

# Rotary Club of Norfolk Classic Car Show

Story and Photos by Sam Kern



Dave Curl's 1929 Ford Model A Huckster

Numerous TRAACA members displayed their vehicles at the Rotary Club of Norfolk's "First Anniversary" Classic Car Show held at Old Dominion University's Foreman Field on Saturday, June 14, 2014. The day was ideal. Sally Hartman, a member of both TRAACA and Rotary International, helped organize the event.

The purpose of the show was to raise money for the Rotary International Charities. A flea market consisting of antiques, household items, some car parts, and the like adjoined the show field. The Rotary Club sold food and refreshments from one of the stadium's stands. The Old Dominion football team could be observed practicing in the morning.

TRAACA members fielded 14 cars at the show, probably the highest number percentage-wise of any other local car club. While none of our members' vehicles won awards, our members were all winners through their participation and by generously donating money to the Rotary Club Charity Fund.

TRAACA participants included:

Dan Ciccone	1937 Packard Super 8
David & Faye Curl	1928 Ford Model A Huckster
Richard & Nancy Eberle	1930 Ford Model A Tudor
Ron & Sally Hartman	1947 Chrysler Windsor Highlander Club Coupe
Sam Kern	1925 Franklin Sedan
Alfonso & Patrizia Ludovici	1956 DeSoto Fireflight
Dewey & Maxine Milligan	1930 Ford Model A
Tony Scarpelli	1956 Desoto Firedome Seville
Dwight Schaubach (supported by Bob Baucom and Roy Kingham)	1929 Duesenberg Convertible Coupe J-112
	1930 Duesenberg LeGrand 1003 J-436
Bob Stein	1949 MG-TC
	1951 Studebaker Land Cruiser Sedan

Tom Wedeking  
Bill Wilcox

1941 Dodge WC Pickup  
1941 Lincoln Continental Coupe

Tyler Brown, Riley Best, and Boyd Swartz made appearances without cars, and Tim Maguire offered some vehicles for sale.

The Rotary Club's inaugural car show was a very enjoyable day for a wonderful cause. Put this event on your schedule for next year. (They promise to have good weather.)



Ron & Sally Hartman's 1946 Chrysler Windsor



Bob Stein's 1951 Studebaker Land Cruiser Sedan



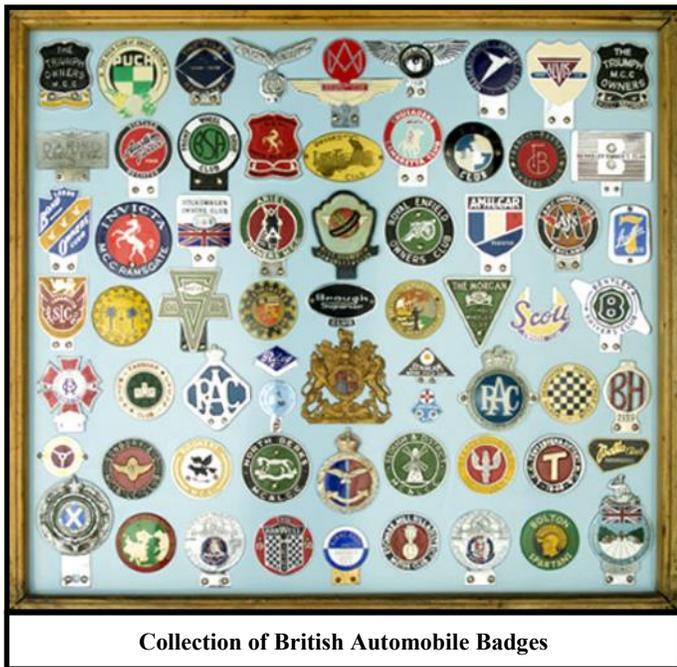
Alfonso Ludovici & his 1956 DeSoto Fireflight



# Still Collecting Stuff Automotive Badges

By Terry Bond

Do you realize that some of the really neat old stuff I collect has a modern counterpart? How about all those “bumper stickers” you see plastered on cars and trucks for example? There are already folks who collect them, but before the bumper sticker, there were car badges.



Collection of British Automobile Badges

For everything you believe in, vote for, dislike, protest, belong to, think is funny, or support, there was an equivalent car badge for it in years gone by.

Nobody really knows when the first car badges began to appear, but most believe it was the St. Christopher image—I think it represented protection for the motorist. We’ll talk more about badges later, but for now, let’s consider the beginning of the car badge craze.

In the late 1890s motorists began organizing to campaign for better roads, fairer laws, protection and roadside service. Among the very first badges were those from England. In 1897 a group of motorists formed “The Automobile Club of Great Britain and Ireland.” Later, it became the “Self-Propelled Traffic Association.” Another organization, “The Motor Vehicle Users’ Defence [yes, that’s the way it was spelled in England!] Association” merged with them and, in 1901, “The Motor Union” was born.

There were a lot of similar organizations at this time,

some of them quite prestigious and with royal backing. “The Royal Automobile Club” would become one of the largest organizations, thanks to the royal patronage of King Edward VII. A similar organization, “The Automobile Association,” resulted from the eventual failure of “The Motor Union.” Organizational badges from all these groups adorned the fronts of early automobiles.



Motor Union of Great Britain & Ireland Badge



British Automobile Association Badge

Smaller clubs started to spring up in localities all over the world. There were clubs for specific makes of vehicle and clubs for certain motoring-related events.

In this country in 1902 nine motor clubs met in Chicago to form the “American Automobile Association” or “AAA” as it’s known today. After all, with over 23,000 cars registered in this country, there was a real need for a sharing of strength to tackle the important issues of the day—like advocating for good roads.



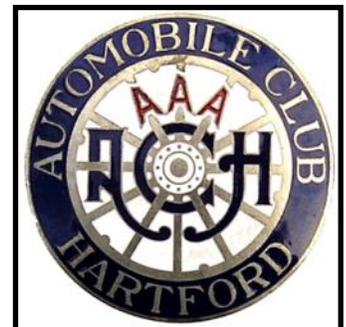
Auto Club of Southern California Badge



Lebanon County, PA, Motor Club Badge



AAA Automobile Club of Newark NJ



AAA Automobile Club of Hartford Badge



Badge bar with newer Royal Automobile Club Badge (right)

Every country, county, city, district, state, or borough had motoring related organizations, and their identification badges were proudly displayed. Soon, people began to collect and display badges showing places they had visited. It was common to have a group of them attached to a “badge bar” mounted on the front of the car. You’ll notice that especially with British sports cars.



American Automobile Tire Association Badge



Promotional Car Badge for 12th Street Garage

Even some businesses began to sell “memberships” and if you displayed their badge, you’d be entitled to certain benefits. One in my collection is from the “American Automobile Tire Association.” It promised free roadside repair. I doubt the organization was long-lived.

Still other badges promoted car dealers, garages and service stations. Are you starting to feel the correlation between these badges and today’s bumper stickers?



Brooklands Automobile Racing

Another area of collecting relates to motor sport itself. Membership in racing clubs was very prestigious, and among the most sought after badges are those from the great early race courses of the world, especially in Europe, like the Brooklands in England.

There were badges issued to commemorate special events, specific makes of sports cars, and souvenir badges commemorating important milestones (like having driven

a million miles!).

Collecting badges can be amazing. It’s literally an open-ended collection, so after you gather a few, it’s nice to settle on a theme. I have not arrived at that point yet. As long as it’s early and interesting, I’ll add it to the collection. My theory is the earliest stuff is in limited supply and prices will only go up. Over time, it also becomes much more difficult to find the earlier items.

The best of them were beautiful works of art with brass finish and enameling on them. More modern badges are simply plastic coated or screen-printed and are less sought after by serious collectors and historians.

Condition is everything. (That’s a consistent thread in my articles.) Prices range from a few dollars to thousands for the earliest, rarest badges. Certain race event badges are equally expensive, for example some of the early Brooklands Automobile Racing Club membership badges from the early 1900s are really “top drawer” collectors items worldwide. I’m fortunate to have a few in my collection, accumulated from antique markets in England and Scotland many years ago.

Enjoy the pictures, and if you don’t have any badges yet—we’ll see you at Hershey, and I’ll be glad to direct you to a couple of specialist dealers who regularly supply something to my own accumulation. Enjoy!

*Terry Bond*



Early Royal Automobile Club Badge



AAA Automobile Club Badge of Middleburgh, New York



United Automobile Association Badge



Keystone Automobile Club Badge (Pennsylvania)



Original American Automobile Association (AAA) logo

# TRAACA Track Day

Story by Marion McAlpine, photos by Mark McAlpine

Following the ODMA Meet in Richmond on May 16-17, 2014, Meet participants were given the opportunity to take a pit stop at the Richmond International Raceway (RIR) NASCAR track to drive our antique cars around the RIR track for charity.

To benefit the track's "RIR Cares" charity, each month during race season RIR opens the track for fans to drive their vehicles around the track. Under the RIR Cares Track Lap program, for a \$20.00 donation participants are able to drive their vehicles five laps around the 3/4 mile "D"-shaped oval track. The proceeds go to RIR Cares, the track's Donor Advised Fund of the NASCAR Foundation, which assists nonprofit organizations throughout the Greater Richmond Metropolitan area.

A number of TRAACA members decided to take a spin for charity. Terry & Sue Bond and Richard & Sandy Hall drove their 1948 MG TCs, Mark Strang his 1953 MG TD, Mark & Marion McAlpine their 1970 Chevrolet Chevelle SS-396, and Bill & Linda Treadwell their 1969 Chevrolet Camaro convertible. Charlie Daniels & Chris Hunt were unable to attend the ODMA Meet, but came to the track (with some other members of the Tidewater Mopar Club) in Charlie's 2012 Dodge Challenger SRT8.

After finding our way to the track's back gate, we were directed through a tunnel, which led us under the track to the track's infield behind the crew pits. You get a very different perspective of the raceway from inside the track. The spectator seats ringing the track are painted different colors to give the appearance of people sitting in them. The only thing needed was sound effects to really make you feel like you were inside a stadium full of people.

You line up behind a Pace Car, which takes 5-10 cars at a time onto the track (depending on how many cars are registered). They try to keep club members together. The Track Lap rules include a maximum speed of 55 MPH, wearing seatbelts, staying behind the Pace Car, and not passing other vehicles. (We learned from a confidential source that if you ease up on the gas and let the Pace Car pull ahead, you can go a bit over the 55 MPH limit to catch up to the Pace Car, adding a little more excitement.)

Driving around the track was awesome! We received an added bonus when the Pace Car took us around 7-8 times, rather than just the advertised 5. I'm not sure if they were being nice since it wasn't that busy when we first arrived or if the Pace Car simply lost track of the number of laps we had driven. Either way, we enjoyed it! Some of the members of our group even decided to go for an additional five laps.

The weather was great that day and we saw several car clubs paying to do extra sets of laps. (From the sound of their engines, I don't think all those Camaros, Corvettes, and Mustangs were stock.) Everyone agreed that the

experience was well worth the cost, and the money went for charity. I am sure our fellow TRAACA members would agree that the experience was "some of the best money we ever spent." There are five more RIR Cares Track Lap days remaining this year. Hello Activities Committee: how about a road trip to RIR for a TRAACA Track Day?



Bill Treadwell in Victory Lane



Chris Hunt (front) & Charlie Daniels (center in white polo shirt)



Leaving 'em in our dust.

## Caught in the Headlights—TRAACA Members & Their Cars

### *John & Lynn Heimerl's 1935 Chrysler Airflow Imperial Coupe*

Story by John Heimerl. Photos by John Heimerl and Mark McAlpine.



John Heimerl's 1935 Chrysler Airflow "under wraps"

Lynn and I have been AACA and TRAACA members for over 25 years, but we had never attended a Grand National and National Dual Meet until this June in Lebanon, Tennessee.

So as you can imagine, we had lots of learning to do. We spent a fair amount of time preparing our 1935 Chrysler Airflow Imperial coupe, not knowing quite what to expect, but still knowing something about showing the car from receiving its First Junior Award in Reading, PA, and a Senior Award at Hershey in 2012. But over a year had passed while the car was on exhibit at the Frist Center for the Arts in Nashville, TN, and there was the "wear & tear" from being transported there and back, plus not running for nine months, so there was "stuff" which needed attention. And some "stuff" which we had never finished.

Showing a car at the Grand National level is in most ways no different from the National level, but there is one big difference: the competition! At a Grand National, you may have your car in the best shape possible, but if there is a car in your class that is just 6 points better, then you do not come home with the much sought after Grand National First. And the challenge is—all the cars are exceptional! So, you have to be confident that in all ways your car can measure up to the judging standards & that it can also look exceptional next to another exceptional car.

The key things to remember are to ask: "What do I see which might not be right? What do I see that will lead to questions? Do I have documentation to back that up?" And then there is listening to that little voice in your head that says, "That pin stripe is not as good as it could be," or "I know that fan belt is wrong; let's change it."

Even at the Grand National level, where the judges are exceptional, there are always some things which may not be known about your car, so be ready with answers. And know that at every show, no matter what level, the AACA Judging Rule Book is your friend. Read it and keep it handy to remember the little things that might have been missed.

Our trip to Lebanon went very well, considering we were towing with a new truck and our combined weight was almost 20,000 pounds, so we decided to make it a two-day trip there, and a two-day trip back, to get used to things. That helped. And so did the fact that the members of the Mid-Tennessee Region were simply wonderful hosts and Fiddler's Grove is a beautiful, historic setting. And we got to see quite a few TRAACA members, which helped ease the stress a lot!

At every meet, there are stressful unknowns. Like parking. We got lucky and dropped our trailer literally 200 feet from where our class was showing. But everyone got unlucky with rain on the morning of the Grand National, so getting the car out and onto the show field was tough for some. We stayed really lucky since the field did not turn into muck where we were, so there was very little cleanup once we were on the field.

It is a good idea to have what Lynn calls "The Lunch-Lady Hair-Net" plastic to put over the car because when it rains, it is very difficult to keep the cars presentable. Of course, judging goes into rain mode, which means some mud on the tires or chassis will not be deductions. Ironically, after all that prep, it's hard to watch your efforts get covered in mud, even if it does reflect the reality that most drivers experienced in the early 20th Century when some of our cars were built.

Despite the rain (or maybe because of it?), we were fortunate to bring home a First Grand National Award and two Preservation Awards (one from the National Meet the next day). It was a proud moment for us both, and Lynn says we will definitely go to the next Grand National held in their eastern United States, which will be in Williamsport, PA, in 2016.

Oh boy. It is now 14 years since we started the restoration. We have to keep the car clean for two more years!



Interior of John's 1935 Chrysler Airflow Imperial coupe

# Mike & Diana Denbar's 1929 American LaFrance Fire Truck

## Story and photos by Bruce Sedel



Mike & Diana Denbar's 1929 American LaFrance Fire Truck

Sometimes you just simply find yourself being in the right place at the right time. That's precisely where I was on a Saturday afternoon just before Memorial Day this year when I met local Chesapeake dentist Dr. Mike Denbar and his wife Diana as the two were out driving their gorgeous 1929 American LaFrance Fire Truck! They actually drove right down my driveway following my wife Lucy, who apparently had met them at a gas station earlier and had insisted they come to our house so I could see the beautifully restored LaFrance with my own two eyes. And what an eyeful it was!

Mike Denbar shared the story of how he acquired the project vehicle through an eBay listing back in December 2004. The transaction included much of the original factory build sheets, photos and customer sales information which showed, among other specifications, that the fire truck was built by The American LaFrance Company of Elmira, New York, around February of 1929 and was purchased by the Citizens Fire Company of Avon, Pennsylvania, in April 1929. The accompanying picture tells the full story of the condition the truck was in when Mike went to pick it up! The restoration took the better part of ten years to complete. Other than the nickel and chrome plating and the gold leafing, every piece and part of the restoration process was conducted by Mike himself in the backyard garages of his home! The engine, chassis and body, all of which included extensive rust repair, metal work and fabricating, along with the original pumping and water-valving equipment, were all restored to the correct original factory specifications. The entire process resulted in this fire truck being one of few left from the era to be restored to this level. Even the fire bell is the original American LaFrance piece and is about as rare as hen's teeth. Mike went the extra mile and expense of having the gold leafing that was popular with fire truck craftsmanship during the era restored to perfection using over 300 sheets of 24 carat gold leaf to recreate the original design. The entire finished product is absolutely

brehtaking.

The truck is listed by the manufacturer's data as a Model 92 triple combination pumper with a 40-gallon chemical tank and carried more than 1,200 feet of primary and booster hose. The Model 92 was only built for three or four years, and the Denbars' is one of only 14 of this particular model pumper to be manufactured by American LaFrance. Powering the 9,600 pound behemoth is a 600-cubic inch, 102-horsepower, six-cylinder, long-stroke engine manufactured by the Buda Engine Company of Harvey, Illinois. It features a dual ignition system with two spark plugs per cylinder and is backed by a heavy-duty, 3-speed, non-synchromesh transmission. The entire package was designed and built to be a water-pumping workhorse.

I had the opportunity to ride in the truck when Mike and Diana invited me to join them for the Portsmouth Memorial Day parade. On the morning of Memorial Day, I drove over to the Denbars' house in Chesapeake and jumped in the truck with Mike. With one spin of the magneto, the big six churned to life and we were off chugging down the road with Diana following us. The unusually cold air, along with the open cab, provided us with a chilled morning ride. After shifting the 3-speed tranny into high gear we eventually reached a gentle cruising speed that gathered the big pumper along at 37-40 miles per hour, at which speed I was told gasoline consumption is around 4-5 miles per gallon. Much anticipation and plenty of room is required when attempting to brake at a stop sign or traffic light since the vehicle was not equipped with front brakes from the manufacturer—they were optional.

After a cup of coffee at Starbucks and a brief fuel stop, we completed the 23-mile drive to Portsmouth, as well as the return trip, without a whimper of an issue. The parade was sensational and the truck performed just the same, as if it had just rolled off the American LaFrance assembly line. It was truly an experience I won't forget!



The Denbars' 1929 American LaFrance before restoration



# TRAACA MEMBERS' PAGE

## Welcome to Our New Members!

**Leo & Roxanne Rodriguez**  
Chesapeake, VA  
– 1968 Chevrolet Camaro  
1970 Buick GS Stage 1 convertible  
- 1970 Buick Skylark (GSX clone)

**Larry & Stella Wickham**  
Virginia Beach, VA  
- 1935 Ford Pickup

**Robert Hanbury**  
Portsmouth, VA  
1950 Willys Jeepster

## Sunshine Report

Condolences are extended to the following members who had love ones pass away in June:

- **Bob Ward's brother, Donnie Ward**, passed away unexpectedly.
- **Laura Jordan's mother, Evelyn Matthews**, passed away.
- **Harold Via's daughter, Alice Reid Via**, passed away.

Our thoughts & prayers go out to the following members:

- **Ivan Joslin** has been scheduled for hip surgery on July 17th, in Orlando.
- **Vito Serrone** is having more tests and will eventually have heart surgery.

*Please provide info on any illnesses or deaths within the club to Toni McChesney at 456-2806 or toni56chevy@cox.net.*

## Members celebrating birthdays in July

**Nancy Garnett**  
**Marion McAlpine**  
**Darlene Stevenson**  
**Betty Villers**

## Members celebrating anniversaries in July

**George & Sheila Gurnee**  
**Dana & Debbie Meadows**  
**Jim & Betty Villers**

## Recent Award Winners

### Boca Raton Concours d' Elegance, Boca Raton, FL

Jim Elliott 1966 Chevrolet Corvair convertible

Excellence in Class Award  
1st Place Hagerty Youth Judging Award

### Amelia Island Concours d' Elegance, Amelia Island, FL

Jim Elliott 1903 Cadillac Model A

Participant

### AACA Eastern Spring Meet—Buffalo, NY

Jeff Locke 1964 Solex Moped

Repeat Original HPOF Award

### AACA Annual Grand National Meet—Lebanon, TN

Jim Elliott 1928 Auburn Convertible Sedan

Grand National First Prize Award and  
Preservation Award

John Heimerl 1935 Chrysler Airflow Coupe

Grand National First Prize Award and  
Preservation Award

### AACA National Meet—Lebanon, TN

Jim Elliott 1928 Auburn Convertible Sedan

Repeat Preservation Award

John Heimerl 1935 Chrysler Airflow Coupe

Repeat Preservation Award



Charlie Dawson's father with his 1964½ Ford Mustang in the 1970s

## My Father's Mustang

Story and photo by Charlie Dawson

There were about 150 Mustangs built for internal use by Ford Motor Company before the assembly line starting producing Mustangs for public sale. They were stored deep in the factory in a "no access" zone. On February 7, 1964, Ford announced to the public that it would introduce the Ford Mustang. March 9, 1964, was the first production date of the Mustangs available to the public. A Ford document directed twelve of the early Mustangs to the New York World's Fair. It was those twelve Mustangs that started the Mustang legend 50 years ago.

In April 1964 I was a junior in high school getting excited about the coming summer and becoming a senior. We lived in Fairfax, Virginia, just outside of Washington, DC. The Kennedy assassination was well on its way to becoming old news and the 1964½ Mustang was well on its way of becoming the new news. The "exciting" new car was hoarding the media advertising slots. We met up with our New York cousins and we all attended the New York World's Fair together. My father saw the Mustangs at the fair and fell in love with them.

My dad was a career Navy man and did quite well as a Navy Officer. Earlier in 1963, at the age of 43, he was

promoted to Navy Captain (full Colonel in my Marine Corps world). As a reward to himself, he purchased one of the first early 1964½ Mustangs through the Military Purchase Program. Without anyone in our family knowing, Dad flew to Dearborn, Michigan, took delivery of his Mustang, drove it back to Fairfax, Virginia, and parked it in our driveway. It was a Prairie Bronze coupe with Palomino vinyl interior trim, 260-CI V-8 engine with a 3-speed transmission, and factory air conditioning. This was the hot rod of the early Mustangs as the 289 V-8, 4-speed was not available until mid-1964.

Let me put things in perspective: the Mustang was only seen on TV. No one that I knew had seen one in person and there it sat, right in the middle of my driveway. My peer ratings went through the roof and girls actually began talking to me. This movie star attraction to me only lasted for a few weeks because when the girls found out "Captain Bligh" did not allow me touch the Mustang, let alone drive it, I disappeared back into my anonymous junior identity. It took about six months for me to build up enough nerve to take my girlfriend for a good old fashion "joy ride" in my dad's Mustang. I didn't "get lucky" that night, but my high school romance did elevate a few notches. It took another six months or so for my Dad to ease up his tight control over the Mustang and let me drive it under strict control.

The picture above is of my father and his Mustang about 40 years ago. He kept the Mustang for over 25 years. During those 25 years it was struck by lightning, hit a deer, the engine caught on fire, and he rebuilt the engine at least two times. Two of my sisters used the Mustang while they were in college, and it finally became an extra driver vehicle at my dad's house. I remember the day he sold his Mustang in the late 1980s or early 1990s. It was on a Sunday afternoon when a middle aged couple came to his house to look at the car. My father wanted \$3,600; the couple agreed on the price, pulled out the cash and my father let them drive the car home on his tags.

I remember Dad looking at his Mustang as it left his house . . . it was as if his best friend had just died.



Our thanks to World War II veteran Dr. Charlie Fletcher, who was the guest speaker at our June dinner meeting. Here is Charlie in Wes Neal's 1949 Willys Jeepster.

## THANK YOU!

The TRAACA would like to thank our newest member, Bob Hanbury, for his generosity and hospitality in hosting and feeding the club at the arrival ceremony in Portsmouth, VA, for the Hemmings Motor News Great Race on Tuesday, June 24, 2014. We enjoyed the BBQ dinner, displaying our vehicles, watching the arrival of The Great Race participants, the view from Bob's balcony, and—most of all—the camaraderie. Thank you very much, Bob!



# National AACA Meets and Tours

By Myron Smith, AACA VP for Event Planning and Development

(Excerpted from the Spring 2014 AACA *Rummage Box*)



I've come to the realization that those of us who attend national AACA events are not doing a good job "at home" spreading the word of how much fun these AACA events can be. In a nutshell, if you like people, seeing different things, or old cars, you should have a good time at an AACA National event.

On the interesting people side of things, we've made friends by attending national meets from all over the country. At a recent meet I flew from Nebraska to Florida. A friend from Virginia gave me a ride from the airport; I went to supper with folks from North Carolina and someone else from Tennessee joined us. On the plane back home, I was on the same plane with another AACA friend from Louisville, Kentucky.

The hobby is more than just the cars, but they are the common thread that brings us together. I have been thinking of all the places and things we have seen and I will share a few. We've been to Metropolis (IL), where you will find Superman and the nearby National Quilt Museum in Paducah, Kentucky; toured a retired missile site in Kansas; a John Deere Tractor factory in Iowa; an Air Force Base in North Dakota; and another in Cheyenne, Wyoming. Have you ever heard of an air force base without runways? There's one in Cheyenne. Also in Wyoming we've visited a Buffalo Ranch and Cattle Ranch. In Colorado, we've driven to the top of Pike's Peak, toured the Garden of the Gods, and some went 1,000 feet underground in a gold mine. Not me though—I'm claustrophobic. In the hill country of Texas we have seen exotic animals on the YO ranch and experienced historic

Fredericksburg, Texas. In Wisconsin we had a fabulous time with car friends at a place called "Old World Wisconsin." I suppose it could be called a living history farm. It shows how early immigrants to Wisconsin from various countries settled the new land. Canyon, Texas, home of the second largest canyon in the United States, has been a site for a couple of AACA meets. The Palo Duro Canyon is a very interesting place to visit. On the international side we've been to Paris and Dublin. Of course Paris was in Texas and the Eiffel tower has a cowboy hat, and Dublin is in Ohio. At all of these events there have been an untold number of interesting vehicles to look at.

As a result of attending AACA events, we have visited various private auto and auto memorabilia collections not open to the public. We have visited a Fire Truck Restoration facility in Estes Park, Colorado, and an airplane restoration facility with a WWII museum in Colorado Springs, Colorado. The AACA meet in Auburn, Indiana, provided an opportunity to visit the fabulous Auburn Cord Duesenberg Museum. Everyone's taste in cars is somewhat different. Show days have provided an almost limitless number of vehicles to look at. Of special note to me are the GM Futurliner, a prototype Graham Hollywood convertible, buses, dump trucks, milk trucks, bakery trucks and even a snow plow. AACA's recognition of unrestored vehicles always provides some interesting vehicles to look at, from amazingly preserved brass era cars to a marvelous late-1920s Lincoln. A few of my favorites include a '29 Pontiac, a '59 Chevrolet Bel Air and a Model A roadster which still had its original top.

Basically, if you cannot find something interesting or fun at an AACA national event, I think you just aren't looking.

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## JUDGES' CORNER

By Mark McAlpine

Per the 2014 AACA Official Judging Guidelines:

*"The ONLY type of documentation accepted by the AACA without question is written documentation from the factory/manufacturer. Factory documentation is defined as those items issued by the manufacturer of the vehicle and can include items such as parts books, assembly manuals, accessories brochures, owner's manuals and shop manuals."* (Section 2, Para XV, Pg. 16)

*"Judges will accept factory written proof of authenticity without question. Verbal opinion of the owner may be accepted or rejected at the Team Captain's discretion."* (Section 2, Para XV, Pg. 17)

**What does this mean for us as judges?** When in doubt, ask the owner for documentation. This will help point out possible issues to owners (although my experience is that most owners already are aware of these issues), demonstrate the integrity of the AACA judging process, and cause owners to find and bring to meets documentation for unusual features or equipment on their vehicles.

**What does this guidance mean for us as owners?** It's very simple: if there's anything unique or unusual on your vehicle that the average judge might question, ensure you have factory documentation with you to prove the feature is factory authentic. AACA judges are supposed to be reasonable, want owners to receive the awards their vehicles deserve, and do not want to deduct points incorrectly from your vehicle. Help make their jobs easier (and help educate us about your vehicle) by having documentation.

# 2014 4th of July Car Show



## Classic Cruisers' 4th Of July Car, Truck, & Bike Show

As well as a "Hail and Farewell" for Hal & Beth Hartel

Our Fourteenth Annual Show

Sponsored by the Classic Cruisers Car Club, Inc

Awards For **TOP 40** (Participant's Ballot) Provided by Shorty's Diner!

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Donation on day of show \$10 (All Proceeds go to CHKD!!!)

To be held at: Shorty's Diner, 627 Merrimac Trail, Williamsburg, VA 23185

Show Registration 10:00 am – 12:00 pm

Participant Judging 12:00-1:00, with awards at 2:30 pm or earlier.

For more information call:

Larry Hanson 757/890-9434 - Email: lhanson1@cox.net

Byron Burks 757/358-2165 - Email: burksb1@cox.net

CCCC is a member of the Virginia Peninsula Car Club Council www.vpecc.org



## National Collector Car Appreciation Day Cruise-in

Friday, July 11, 2014  
6:00—9:00 p.m.

**Daniels Performance Group**  
20128 Iwop Road, Smithfield VA 23430

The SEMA Action Network established the "National Collector Car Appreciation Day" to raise awareness of the vital role automotive restoration and collection plays in American society. This marks the fifth year for this now annual event.



## MUSEUM OF THE SHENANDOAH VALLEY SHENANDOAH REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA Antique & Modified Car Show Saturday, July 19, 2014 • 10 a.m.–3 p.m.



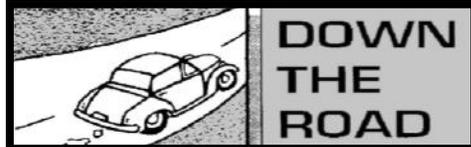
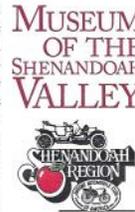
Celebrate summer and fabulous cars at this special Antique & Modified Car Show on the beautiful grounds of the Museum of the Shenandoah Valley (MSV) in Winchester, Virginia. Coordinated by the Shenandoah Region of the Antique Automobile Club of America (SRAACA), this car show will be a highlight of the July 19 Glen Burnie Gardens Day event at the Museum. On this special day, the Museum's galleries and gardens will be open for FREE from 10 a.m. until 4 p.m. In addition, the Clarke County Community Band will present free concerts from 12 to 12:45 p.m. and 2 to 2:45 p.m. The car show will take place from 10 a.m. to 3 p.m. on the lawn between the Museum and the gardens. The Museum Café will be open from 11:30 a.m. until 2 p.m. and Bonnie Blue will be on site selling their famous pork barbeque.

There is no fee for registration; however, registration is recommended. The first 100 registrants will receive a free dash plaque. Vehicles in both categories should be at least 25 years old. All those who show a vehicle will receive two complimentary admission tickets to the MSV and will be entered in a free drawing to win a Museum membership. Awards will be given for the Oldest Car, Museum Director's Choice, People's Choice, Best Antique Car, Best Modified Car, Best FOMOCO Car, Best GM Car, Best Chrysler Corp. Car, Best Orphan Car, and the SRAACA "Top Ten." Winners in each category will receive a plaque. Trailer parking will be available; call or email for details.

**For information:**

SRAACA/Car Show Contact:  
Angie Yonally  
540-535-6832  
yonally@yahoo.com

Museum Contact:  
Autumn Gray  
888-556-5799, ext. 208  
agray@theMSV.org



## Other Regional/Local Events

### JULY 2014

- 4 Classic Cruisers Car Club Annual July 4th Car Show Williamsburg, VA
- 6 Bayside Harley-Davidson Annual Charity Car Show Portsmouth, VA
- 11 National Collector Car Appreciation Day at Daniels Performance Group Smithfield, VA
- 11-13 Carlisle Chrysler Nationals, Carlisle, PA
- 19 Shenandoah Region AACA and Museum of the Shenandoah Valley 5th Annual Antique & Modified Car Show Winchester, VA
- 25 Friday Night Cruise-In Daniels Performance Group Smithfield, VA

### AUGUST 2014

- 8 Friday Night Cruise-In at Daniels Performance Group Smithfield, VA
- 16 Khedive 23rd Annual "Fun-n-Shine" Car Show Chesapeake, VA
- 22 Friday Night Cruise-In at Daniels Performance Group Smithfield, VA
- 22-24 Corvettes at Carlisle Carlisle, PA

### SEPTEMBER 2014

- 14 Classics on the Green Car Show at New Kent Winery New Kent, VA
- 20 SEVA Street Rod Club Charity Picnic at Daniels Daniels Performance Group Smithfield, VA
- 20 Bull Run AACA Edgar Rohr Memorial Car Meet Manassas, VA

## EDITOR'S DESK

**Mark McAlpine**

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

Well, my first edition of *The Mudflap* is on the street, and let me say that I have a much greater appreciation now of the work past editors like Bob Stein, Neil & Marty Sugermeyer, and others before them put into producing our club newsletter. I won't say Bob sandbagged me when he said the newsletter didn't take much time ("it's just a couple hours of cutting & pasting")—maybe he just grossly over-estimated my ability—but if I heard him correctly, I need to become a lot better with MS Publisher.

If you liked my first edition of *The Mudflap*, then take some credit for it: our newsletter is only as good as the articles and photographs in it, and both come from you. If you didn't like my first edition—or even if you did—then please provide me suggestions on what you'd like to see in *The Mudflap* & what I can do better. I've already received some great suggestions and will incorporate them over the next few months, but I'm open to any and all suggestions.

To maintain the high standards set by the editors before me, I need your help: I need content. As I mentioned last month, I want to add more recurring monthly articles to join Terry Bond's "Still Collecting Stuff." One is the "Caught in the Headlights" article (which was initiated in last month's *Mudflap*) highlighting club members and

their vehicles, but to do this I need members to write the articles. The articles don't have to be long (one page with photos is fine) and the vehicles don't have to be a pristine million dollar limited editions. I'd like 3-4 photos to go with the article: one of you with the vehicle, one of its interior, and one of the engine or any other feature you'd like to highlight. (And if you can't take the photos, I or another member can take them for you.) Please don't wait—write an article now & send it to me. Having some articles ready to go will make my job easier each month.

Several members said they'd like to see articles on member's first cars. I think that's a great idea—I know I'd like to read those stories and I don't think I'm the only one. You don't have to still own the car (and you don't even have to have liked it). And again, the story doesn't have to be long—just tell us about your first car. If you have an old photo of you with the car, share it with us.

I also want to start a short feature called "The Ultimate Toolbox" with club members suggesting tools we all should have in our toolbox (even if they are tools we'll only use on rare occasions, but which will make the job considerably easier). You only need to provide a couple lines—no more than a brief paragraph—recommending a tool every mechanic should have and why. A photo of the tool would be great, but isn't necessary.

Thank you very much! Please keep those articles and suggestions coming. See you at the next car show!

*Mark Mc*

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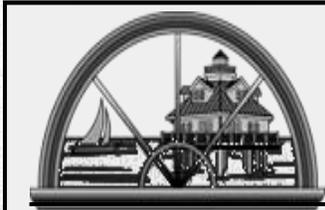
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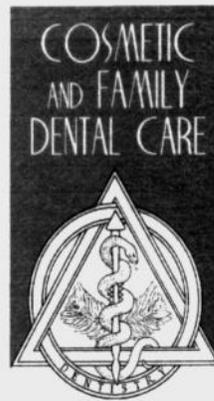
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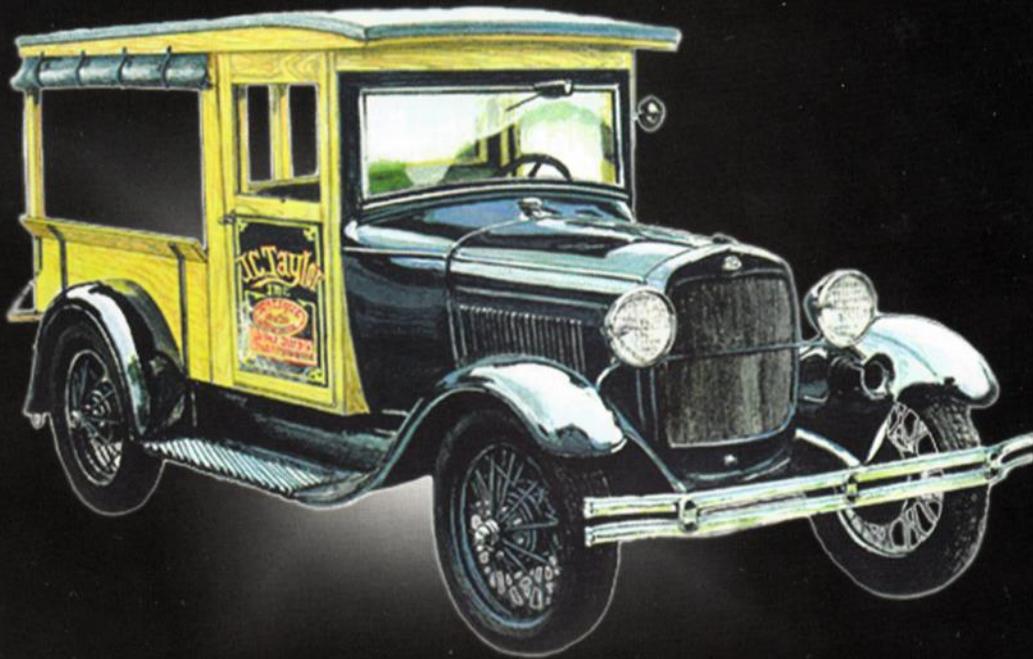
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