

# The Mudflap

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

Volume 58, Issue 9

September 2014

## Cars, Trucks, and Planes—Oh, My! TRAACA “Wings & Wheels” Meet Saturday, 27 September 2014

It's finally here! The TRAACA's 41st Annual Meet is almost upon us. By the time you read this notice, there will be less than four weeks before we gather together at the Military Aviation Museum in Virginia Beach on Saturday, September 27, for our “Wings & Wheels” meet. The festivities begin with our traditional Friday Night Social from 6:00-9:00 PM Friday, September 26, at the Oaklette United Methodist Church at 3421 Indian River Rd in Chesapeake, VA 23325. Dinner is being catered again by Reginella's Italian Ristorante and will be a buffet meal. Our food choices have been expanded this year: spaghetti (with or without meatballs) and your choice of tomato or Alfredo

sauce, lasagna with tomato sauce, Italian sausage with onions and peppers, salad, garlic bread, dessert, and various beverages. As in the past, there will be surprise entertainment. If you have not signed up to help with the set up at the church Friday morning, please call Dick Chipchak at (716) 472-4811 or (757) 495-0115, or e-mail him at [dchipchak@aol.com](mailto:dchipchak@aol.com). Remember: “Many Hands Make Light Work.”

The meet begins bright and early on Saturday at the museum (1341 Princess Anne Rd, Virginia Beach, VA 23457) at 8:00 AM and runs to 3:00 PM. If you haven't already registered for the meet, you can download the form at <http://local.aaca.org/tidewater>.

[Continued on Page 5.]



**CAUGHT IN THE HEADLIGHTS**—Vickie Doscher and her 1965 Mercury Comet Caliente. Read the story on Page 12.



### TRAACA CALENDAR

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

#### SEPTEMBER 2014

- 2** TRAACA Board Meeting - 6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport
- 10** TCC Chapter Meeting  
TCC Regional Auto Center  
Chesapeake, VA
- 13** Bay Lakes Retirement  
Community Car Show  
Virginia Beach, VA
- 26** “Wings & Wheels” Meet  
Friday Night Social
- 27** TRAACA 41st Annual Meet  
“Wings and Wheels” at the  
Military Aviation Museum  
Virginia Beach, VA

#### OCTOBER 2014

- 1** TRAACA Board Meeting - 6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport
- 25** Annual Chili Cook-off at  
Dewey & Maxine Milligan's  
home in Chesapeake, VA

**NOTE:** No dinner meeting in Oct

#### NOVEMBER 2014

- 4** TRAACA Board Meeting - 6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport
- 7-9** Fall Tour  
New Bern, NC
- 20** TRAACA Dinner Meeting &  
Annual Silent Auction  
Holiday Inn—Norfolk Airport

# From the Driver's Seat

Wes Neal  
TRAACA President  
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*"Some men take good care of a car; others treat it like one of the family."* – Evan Esar

This quote seems fitting as this is our Club's big month and the occasion of our annual **"Wings and Wheels" Car Show**. With AACA judging it just does not get better as it is local, gives us a rehearsal for the AACA national meets, and allows us each to share our hobby and cars with our Region. Our cars are treated like one of the family, as many of our fondest family memories are with our cars. They grow old with us, are pampered when they don't operate right, and are cleaned with the utmost detail. This month, too, our club puts a lot of energy in our annual meet. It takes an army to prep for registrations, solicit sponsors and vendors, greet the owners and their cars, stage for photos of the cars with planes, prep the field, park the cars on the field, judge the cars, award the owners for their efforts, and then the clean-up. One of the most rewarding efforts of the club is to host a meet of this size, and your effort is much appreciated. So, please volunteer when and where you can. Call Tony Scarpelli or me and we can find a place for you.

For me, I'm excited and somewhat nervous about my entry this year. About two years ago, I bought a '66 Mustang, thinking it would be fun to work on and with

the intent of having a vehicle that would be fun to drive on the Lincoln Highway 100th Anniversary Tour. Well, I worked on it, and drove it on the tour; and it met my expectations. But in an effort to take it to the next stage, it started a restoration in February that leads to this and that. I'm nervous because it is not ready for our meet as of this writing, and I'm now working to have it ready by the end of the month and hopefully for Hershey this year, too. With that said—get your cars ready and get your registration in by September 15th so we can all see them and you can be rewarded for your efforts.

Each month I try to find a quote about cars, and the Internet is a good source. This was my wife's idea, and I like it as it can set the tone for my monthly message. I can usually find one that plays to the club and the season, holiday, or activity we have going on. But this month I saw several I liked and will close with this one—I hope it makes you laugh!

*"Why do they call it rush hour when nothing moves?"* (Robin Williams)

**Drive safe**, and see you at our Fall Meet.

*Wes Neal*

## TRAACA SEPTEMBER DINNER MEETING Friday, September 26, 2014

There is no dinner meeting this month. Instead we are holding our Friday Night Social at the Oaklette United Methodist Church in Chesapeake the evening before our annual "Wings & Wheels" Meet. Cost is \$20/person. (See the article on about the "Wings & Wheels" Meet on Pages 1 & 5 for more information.)

### 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!)

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Ad—Boh	Dick Chipchak	495-0115
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Koc—Mca	Viator Trudeau	547-3940
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## From the Running Board

August 6, 2014 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:25 PM at the Holiday Inn–Norfolk Airport on Military Hwy. Directors present were Wes Neal (President), Jim Villers (Vice President), Melanie Kordis (Secretary), and Past President Bob Stein. Board members present were Tyler Gimbert, Skip Patnode, and Tim Russell. Also present were club members John Heimerl, Sam Kern, Frank Lagana, Mark McAlpine, Bob & Dot Parrish, Linda Pellerin, and Tony & Leslie Scarpelli.

The Treasurer's report, Restaurant report and July Board Meeting Minutes were submitted electronically. Note on Treasurer's Report that printing costs are for two months.

### COMMITTEE REPORTS

**Marketing/PR:** Review of efforts for the Fall Meet.

#### Youth Chapter:

Two members of the Tidewater Community College club (TRAACA Youth Chapter) responded with interest to volunteer at the TRAACA Fall Meet. Efforts to reach out to interested students will continue this fall.

#### Communications:

- Mark McAlpine reported that the J.C. Taylor ad in *The Mudflap* has been suspended.
- Request made for member's stories to be sent to Mark for inclusion in *The Mudflap*

#### Activities:

- August 16: Shriner's Car Show. Contact Skip Patnode. Bob Parrish to host a membership table.
- August 23: Chrysler Museum of Art tour.\* Contact Dick Chipchak.
- September 6: Bay Lakes Retirement event.\* Wes Neal to provide more information.
- October 4-5: Biplanes & Triplanes Event at Military Aviation Museum. Contact Sam Kern.
- November 7-9: Fall Tour to New Bern.\* Contact the Activities Committee for info and to sign up.

\* Denotes TRAACA-sponsored activities

#### Restaurants/dinner meetings:

Report submitted electronically by Marion McAlpine.

- July 26th dinner/activity was a garage tour and Yorktown Battlefield scavenger hunt hosted by Jim & Donna Elliott. It was a huge success.
- August dinner meeting to be held at the Holiday Inn—Norfolk Airport on Thursday, August 21st.
- September 26th dinner meeting will be the pre-Wings & Wheels Meet social on Friday, 26 September.
- October 25th dinner/activity will be a chili cook-off at the Milligan's.

#### Society:

- Report by Jim Villers: 159 club members as of 1 Aug.

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- No Sunshine Report.

### OLD BUSINESS

- Wes received acknowledgment letter from the AACA Museum for the Cammack Tucker Exhibit memorial brick donation.
- Sam Kern and John Heimerl presented information regarding cost for the club to purchase 2-way radios. Discussion followed. Motion was made, seconded, and carried to allot up to \$400 to rent twelve 2-way radios for the Fall Meet. John will coordinate and train users.

### NEW BUSINESS

- Bob Beale's 1977 VW Beetle convertible for sale.
- Article on Terry Bond's "auto parts store" museum published in the Virginia Pilot's Virginia Beach Beacon & Chesapeake Clipper sections. Written by Mr. Tony Stein, a long-time supporter of TRAACA.

### MEET ACTIVITY

- Tony Scarpelli reported on Fall Meet progress. Committee meeting at Airport Holiday Inn will be held Wednesday, August 20 at 6 PM to discuss details. Wes Neal to coordinate parking.
- Linda Pellerin reported on the 2015 AACA Eastern Spring Meet. There is a link from TRAACA web site to register for the event and make hotel reservations. More information will be added. Outline of agenda is complete, to include tours of NAS Oceana & Ft. Story Lighthouse, Luncheon Era Fashion Show, live "beach" band & cocktails, and color guard at the awards banquet. Discussion about activities and logistics.

The next board meeting will be Tuesday, September 2nd, at 6:30pm at the Holiday Inn—Norfolk Airport.

There being no further business, the meeting was adjourned at 7:50 pm.

Respectfully submitted by  
Melanie Kordis, Secretary

# TRAACA DAY AT THE CHRYSLER MUSEUM OF ART

Story and Photos by Bob Stein.



*Chrysler Museum of Art (photo from museum's website)*

On Saturday, August 23rd, more than 20 TRAACA members converged on the newly renovated Chrysler Museum of Art in downtown Norfolk for a private tour of the major exhibits and the opportunity to eat lunch in the museum restaurant. (Did you know it has a restaurant?) We met outside the museum in reserved parking at 10 AM, and then headed inside as soon as the museum opened.

Carolynne, one of two guides who took our groups through the museum, demonstrated a prototype and as yet unavailable interactive iPad app that provided an expanded experience—in several cases music appropriate to art played and in another you saw two companion pieces of a single painting. The museum's expansion has allowed many items previously in storage to be put on display, and the museum has created an amazing showcase that combines traditional period groupings with complementary modern art that reflects or enhances the period items. And they also have a restaurant! (Did you know that?) Our group had Activities Guru and group "dad" Dick Chipchak corralling us through the museum with cries of "Come on, children" from the beginning of the tour to the final gathering near the restaurant afterwards. What a surprise! Who knew they had a restaurant?

Threatened rain never materialized and the temperatures were surprisingly cool for August, making for pleasant drives and all-round great activity. TRAACA participants included Terry & Sue Bond in their 1974 MGB-GT, Dick & Holly Chipchak, Joe & Charlene Geib, Richard & Sandy Hall in their 2004 Ford Thunderbird, Julie Hobbs, Frank Lagana in his 1950 Chevrolet Deluxe, Mickey & Toni McChesney in their 1984 Oldsmobile Delta 88, Wes Neal in his 1962 Willys Jeep Station Wagon, Bob & Dot Parrish with their 1978 Ford Thunderbird, Tim & Rhonda Russell, Tony & Leslie Scarpelli in their 1956 Chrysler New Yorker, Bob Stein in his 1967 Mercury Cougar, Neil & Marty Sugermeier in their 1965 Rambler Classic 770 convertible, Viator Trudeau & his son Jim, and Bob Woolfitt & guest Susan Burt with Bob's 1934 Packard Twelve. Our day at the Chrysler Museum was another great club outing organized by the Activities Committee!



*TRAACA members admire artist Luke Jerram's kinetic chandelier*



*Chrysler Museum guide Carolynne demonstrates interactive iPad app*



*Did you know that the Chrysler Museum has a restaurant?*

## Wings & Wheels Meet

(continued from Page 1)

Preregistered antique cars at least 25 years old are eligible for AACA judging. Modified cars and hot rods (“Mods & Rods”) will be participant judged. **Preregistration is \$20 for the first vehicle and must be postmarked by September 15th.** Day of show registration is from 0800-1100 and is \$25. Additional vehicles registered either way by the same owner are only \$15. Day of show antique cars will not be eligible for AACA judging, but will be judged for “Top #” awards. (There will be trophies for at least the Top 5 vehicles, possibly more based on the number of vehicles that register Saturday morning.) Please remember: *Fully-charged fire extinguishers are required for all displayed vehicles.*

Besides the expected turnout of hundreds of beautiful classic vehicles and mods & rods, there will be special displays of Ford Mustangs to commemorate the 50th anniversary this year of the Mustang and of Dodge vehicles to recognize the 100th anniversary of Dodge. There will also be a number of vendor displays and local charities. Admission is free; however, parking at the museum is \$15 but includes admission to the museum (normally \$10 per adult) for everyone in the vehicle.

As traditional with our Wings & Wheels Meet, rides in classic airplanes will be available for a fee, but this year there will be three different military planes to choose from (a 1940 NA SNJ-2 Navy trainer, a 1941 Stearman biplane, and a PT-19 Fairchild trainer). Prices range from \$95-\$270 for a 20-60-minute flight in the PT-19, \$149-\$229 for a 15-30-minute flight in the SNJ-2, and \$229-\$429 for a 15-30-minute flight in the Stearman. [*Editor’s Note: wing walking is not permitted during flight.*]

TRAACA members know that it takes a lot of effort to put on an event of this scale. If you haven’t already signed up to assist with some aspect of the meet, please do so. The more volunteers we have the less work it is for everyone (and everyone involved will be able to see the vehicles, explore the museum, and enjoy the meet). Volunteers are needed on Friday to help lay out the show field and on Saturday to help with parking cars on the show field, running the Car Corral & Vendor areas, registration, awards, etc. And, of course, we need judges for the AACA show field. (AACA judging experience is preferred, but not required—this is a good opportunity to become introduced to AACA judging.) To volunteer to help with the Meet, please contact Meet Chairman Tony Scarpelli ([scarpp02@aol.com](mailto:scarpp02@aol.com), 810-1600). To volunteer to judge, please contact the Meet Chief Judge, Jim Elliott ([jrkelliott@cox.net](mailto:jrkelliott@cox.net), 898-9868) or his back-up, Terry Bond ([terryaaca@cox.net](mailto:terryaaca@cox.net), 482-5222). To volunteer to help with show field parking, please contact either Mark McAlpine ([mmmcalpine05@msn.com](mailto:mmmcalpine05@msn.com), 967-0074) or Wes Neal ([wes.neal@cox.net](mailto:wes.neal@cox.net), 321-6325).

So register, clean, polish and detail your vehicles in preparation for this year’s Wings & Wheels Meet on Saturday, 27 September. What’s better to do than to enjoy spending a Saturday with your friends and fellow car enthusiasts viewing classic cars, trucks and airplanes? Even if you can’t bring your vehicle, come out and enjoy the day. And our club president, Wes Neal, promises the weather will be beautiful and rain-free. See you there!

### TRAACA 41st Annual Meet—“Wings & Wheels” Saturday, September 27, 2014, 8:00 AM—3:00 PM

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

## Amuse your Senses at our “Wings and Wheels” Show

By Wes Neal

For the last six years, I have been assisting at our fall meet with parking the antique cars on the Show Field. About 15 years ago, when I first started bringing a car to the show, I quickly learned that the best part of the show was to see, hear, and sometimes smell the antiques in action. I never touch (unless allowed), and taste is not an option. But to see the cars moving, hear them running and sometimes smell their exhaust is a thrill. Antique vehicles remind you of the times long ago when you were a child. It’s like a distant train whistle—they get you excited. And at a car show this experience happens two times: when the cars come onto the field and when they depart the field. But at the end of a show it happens too quickly as they all seem to leave at the same time. The beginning of the show is stretched out and you get to enjoy each car as they all parade onto the field. A Model

T, a Model A, a Packard from the 40s, a ‘57 Bel Air, a ‘70 GTO—they all look, sound, and smell different. Experiencing this while helping to park the cars on the show field is an exciting and fun time. As a TRAACA member, I would like to share this experience with you. Neil Sugermeyer and his team of volunteers will lay out the vehicle judging classes on the show field the day before the meet based on the preregistration information received by Richard and Sandy Hall. The fun begins at 8:00 AM on Saturday, 27 September, as we begin to place the cars in their assigned judging classes, and by 11 AM it is all done—the vehicles are now ready to be judged. Based on the number of vehicles registered at last year’s meet, we need your help. We have six volunteers signed up to help with parking as of this writing, but need at least 10-12 (assuming a 1½ hour stint). The more volunteers we have, the less time each will have to work. If you would like to help with parking, please contact me (757-321-6325, [wes.neal@cox.net](mailto:wes.neal@cox.net)) or Mark McAlpine (757-967-0074, [mmmcalpine05@msn.com](mailto:mmmcalpine05@msn.com)) to sign up and to [amuse your senses at our show!](#)

# AACA Central Fall Meet—Oconomowoc, WI

*Great cars and cheese go together so well.*

Story and Photos by Terry Bond.

As July faded into August, I ventured north for the AACA Central Fall Meet held at the Olympia Resort in Oconomowoc, Wisconsin, from July 31 to August 2. The city's name is pronounced just as it is spelled and is an old Indian name meaning "falling water."

A quick flight to Chicago and a drive north got me there just in time to take in one of the meet's several planned local tours on Thursday. The Wisconsin Automobile Museum in Hartford is home to a special exhibit of Kissel automobiles, built there between 1906 and 1931. There also is good representation of Nash automobiles, built in Kenosha, WI. [Editor Note: Nash cars were produced from 1916 to 1957.] Many other interesting vehicles including race cars are on display at the museum, as well as cases full of automobilia. It's all housed in a two-story building that seems to keep going and going.

That evening there was an ice cream social at a lakeside pavilion and a few local cars were on display, including a Bugatti Type 57, a Detroit Electric and a wonderful unrestored original, Canadian-built 1914 Ford Model T. One of the museum's Kissel "Gold Bug" roadsters was also a highlight.

Bob and Dot Parrish, as well as Tom Cox, also attended the event. It was good to see the Tidewater Region represented so far away from home.

Friday was a day of antique hunting, another tour of the area to learn some of the interesting local and Wisconsin history, Judging School, the Membership Round Table, and an evening Fish Fry, which was all you can eat at a wonderful lakeside restaurant. Oconomowoc lived up to its Indian name ("falling water")—while we were under cover enjoying our fish-fry, the skies opened up.

By Saturday morning, the weather cleared and we were treated to a warm, low-humidity Wisconsin day filled with old cars.

There were 130 cars registered for the meet, and almost all were on the field. Of note, there were some fabulous HPOF (Historic Preservation of Original Features) vehicles including an early Buick touring car that had been in the same family since new, complete with a photo album of a family trip with the car in the early 1920s. Also on display were a beautiful 1912 Buick Roadster and one of the last two known 1904 Sandusky Courier automobiles remaining. Its fully restored counterpart was there, too.

Displayed in front of the hotel was one of the Chevrolets recently purchased in Nebraska at the now legendary Lambrecht auction (held in Pierce, Nebraska, last September). This 1959 Bel Air had just 2.6 miles showing on the odometer. Although suffering from poor storage over the years, it was still a wonderful time capsule.

There were some very high quality cars on display in

all classes at the meet, and judging was a lot of fun.

It was a great long weekend in the land of the Green Bay Packers and cheese. The Wisconsin Region's last meet was about 15 years ago, and I'm hopeful it won't take so long to have another one. It was a great time!



*1911 Kissel Speedster at Wisconsin Automotive Museum*



*1922 Kissel Gold Bug Speedster at Wisconsin Automotive Museum*



*Bugatti Type 57 at AACA Central Fall Meet at Oconomowoc, WI*



*1912 American LaFrance Fire Engine*



*HPOF—1912 Buick Roadster*



*1932 MG*



*1904 Sandusky Courier Runabout*



*1930 Packard*



*1959 Chevrolet Bel Air purchased at the Lambrecht Auction*



*1935 Stout Scarab*



*1969 Hurst/Olds*



# Still Collecting Stuff Letterhead Writing Paper

By Terry Bond

Every time I write an article, my mind races just thinking about the next potential subject. Sitting here at my desk, it's obvious there is a lot to write about that is here at my fingertips. So, let's begin with desk stuff. To begin, I'm reminded there was indeed a time when the pen was mightier than the sword! The written word was the standard. People actually communicated with ink on paper. Later, the typewriter sped up the process. Now of course, email is even displacing printed magazines and newsletters. I fear my morning newspaper is on its way out!

Meantime, collectors of automobile-related artifacts enjoy things related to the automobile that were written on. In my own collection, I have a few pieces of automobile-related letterhead paper, and billheads. I'll cover just a few and let you enjoy some wonderful pictures.

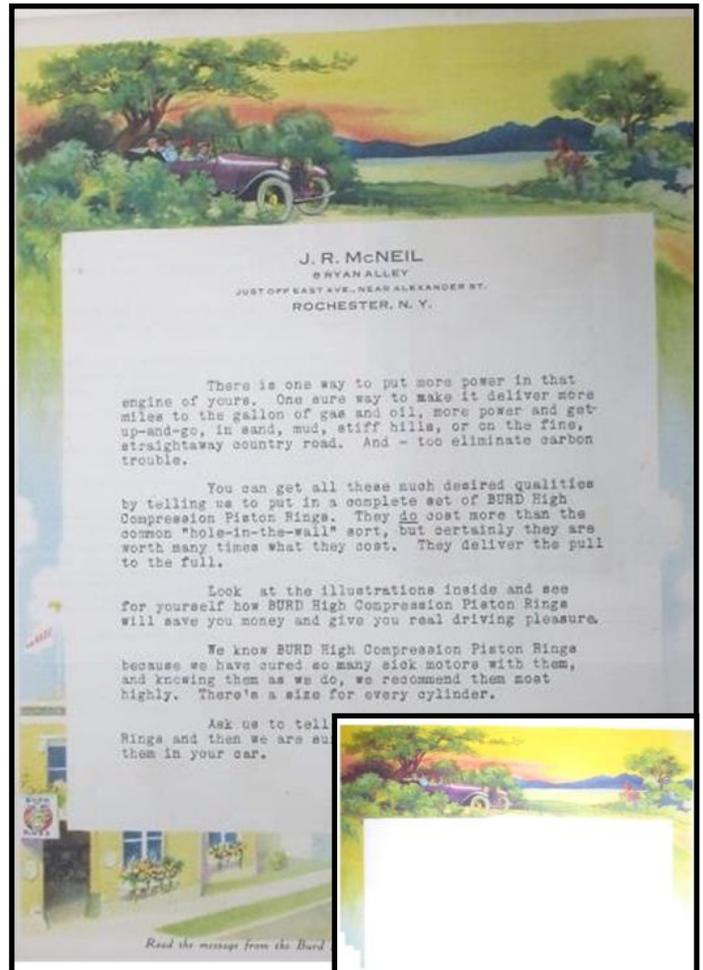


*Early Oldsmobile dealer letterhead paper*

Probably the first piece I ever acquired came from an antique market in Maryland years ago. For a mere \$5 I bought a whole stack of advertising paper from a company that made piston rings. Over the years I've parceled out a few each Hershey and probably made ten times my money back. I

scanned a copy into the computer, edited it a bit, and produced my own personal stationary from it. Here is the original, together with my edited version. I don't know if this was a "pioneering" effort on my part or not, but I know of several other motor-heads who have done the same thing with old letterhead paper associated with their favorite car.

You also can do this with brochures, flyers, even automobile sales literature. Go ahead—make yourself some



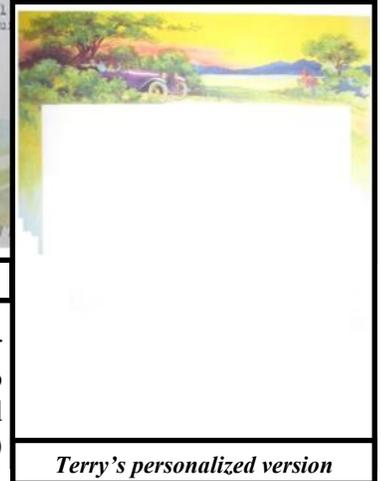
*Original unedited letterhead*

interesting stationary for your hobby. Just try to stick with noncopyrighted stuff or items (or vehicles) no longer being made.

There are, however, original examples of company or business stationary still existing. These works of art are still available, but they are getting expensive.

Here are a few of my favorites. I'll show just the top of the letterhead rather than the full sheet of paper.

Car manufacturer or marque-specific items are the most sought after. They can command steep prices depending on age, quality of the illustration on them, and, of course, condition. Unused examples are great when you can find them, but I often cringe at the thought of paying over a hundred bucks for a single piece of paper. Still however, it is a work of art!



*Terry's personalized version*



*Studebaker company letterhead supplied to dealers*



*Overland Company letterhead*



*Hayes Automobile Company letterhead*



*Chalmers Company advertising letterhead*

If you're looking at adding such paper to your collection and it's a used piece with real period correspondence, read and enjoy it. It may be more interesting than you think, especially when you get to the signature. You'll sometimes find letters signed by famous company executives. The subject matter also can be of historic interest.

Slightly down the value scale are related items such as auto accessory company letterhead. Of course I have several examples from spark plug companies. Letterhead

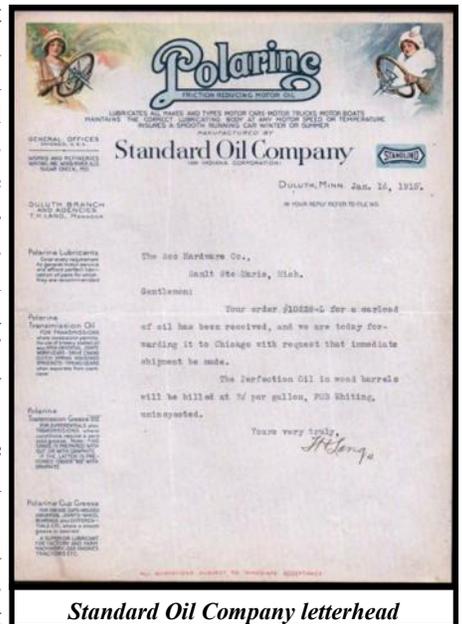


*Canadian Oil Company letterhead*

from auto supply houses, tire companies, gas and oil companies are all sought after, especially those illustrating gas pumps. Petromobilia is a hot area these days for collecting. The older the better!

One of the nicest pieces of letterhead paper comes from the Standard Oil Company and advertises its Polarine motor oil and gasoline. One like this was recently seen on ebay with a "Buy It Now" price of nearly \$300!

Billheads are next in line in terms of value. You won't find many blank ones available. Most



*Standard Oil Company letterhead*

were actually used to send bills or statements to customers. Those produced by early repair shops or garages are often well illustrated, and cover a variety of auto makes. There are some great ones out there, and again, look at the subject matter. Some of it is darned interesting!



*Duryea Power Company envelope*

Sometimes individual envelopes themselves can be interesting, such as this wonderful early Duryea item.

Enjoy the pictures and next time we'll take a closer look at ink wells, and other desk-related items.

*Terry Bond*



## How could a car designed by Derham and clad in aluminum misfire? History tells the tale.

By Larry Printz

It's the sort of news that investors dread: a company declares bankruptcy and shareholders lose everything. Whether it's General Motors, Chrysler, Fisker or Fox

Motor Co., the story and its lesson remain the same: investor optimism survives, even though the original investment may not.

Ansley Fox was a producer of high quality shotguns whose fans included President Theodore Roosevelt. But failure to keep costs under control led to the company's failure. After starting several other businesses, Ansley decided to enter auto manufacturing.

Much like a modern tech start-up, the former shotgun manufacturer found it easy to lure investors with the promise of a ground floor opportunity. "This corporation will put the new Fox Air Cooled Car on the market in the near future," wrote Ansley in August 1920. He raised more than \$1 million and used most of it to enthusiastically build a lavish 100,000-square-foot factory with railroad siding in North Philadelphia. Amazingly, investors had poured money into an untried automaker before seeing the prototype, which wasn't unveiled until December.

It proved worth the wait.

The Fox had a 50 horsepower, air-cooled, overhead-cam six-cylinder engine, double that of its air-cooled rival, Franklin. Better yet, the Fox's aluminum body panels allowed the lightweight luxury car to return fuel economy of 20 mpg. Investors were impressed; the future seemed bright.

Nevertheless, three months later, Fox was having problems casting the overhead-cam engine's aluminum block. More ominously, the manufacturer had blown through \$1.5 million and needed another \$1.5 million to continue operations. Ansley was confident more money could be raised. But the country was sliding into the grip of a recession and new investors were hard to come by.

To encourage investor interest, Ansley offered test-drives to shareholders in December 1921. He also announced pricing. The Fox sedan and coupe, built by Derham, would cost \$4,900. A cheaper touring car, built by Fleetwood, was priced at \$1,000 less. Fox displayed his car at auto shows in New York, Philadelphia, Chicago, Atlanta and Boston.

It worked.

The company's board of directors approved the start of production in April 1922, and expected the first cars would be shipped by August. Even that proved slightly optimistic. Nevertheless, by November, production had begun, albeit "on a comparatively small basis," according to shareholder reports. While Fox didn't state how many

cars were being constructed, he did report that the company needed to build a minimum of three vehicles a day to be profitable and return an 8 percent dividend to stockholders.

Yet cash flow remained a problem, a situation not helped by a \$925 price cut. "We are now at a turning point in our business," Ansley reported gloomily on Jan. 23, 1923. "And whatever we do will probably determine definitely whether this company shall be a big success that we all hoped for, or whether it shall fail."

Unpaid supplier bills now stood at \$166,000 and while Fleetwood extended credit, Derham would not. Soon, body shipments stopped and production ceased.

Two weeks later, the board anticipated that another \$500,000 would be needed to resume production within 60 days. "We would be fools to quit now, for success is within our grasp," an anxious Ansley wrote to potential backers. "I am willing to do my part and I must depend on you to do yours."

Shortly thereafter, the company issued a \$1 million bond to pay for debts, but investors already knew how this play ended. In October, creditors closed in, petitioning the federal court to declare the company bankrupt. By year's end, Fox Motor Co. was finished.

1922

*This Amazing Air-Cooled Car Hurdles a Decade of Motor Progress*

At a time when the interest of other manufacturers seems centered on the development of motor refinements, this dynamic automobile car makes its historic debut.

The attractive lines and simple power typical of water-cooled construction have been combined with the astounding economy of the air-cooled motor. The advantages of both types of cooling have been merged into a truly beautiful, extremely competent car.

This new air-cooled car cannot be gauged by existing standards because it transcends them. It establishes an entirely new standard for air-cooled cars. It cannot be compared to any other car because it is unique and unparalleled in the history of motoring.

Ansley H. Fox, the designer and maker of the famous Fox shotgun, and the capable corps of engineers and designers associated with him, present a mechanical masterpiece—the Fox Air-Cooled Car.

Now, at any price, is a more graceful and beautiful car than has ever been built. Every line of the low-hung body is in exquisite taste. The dominant impression is one of well-proportioned power and graceful simplicity.

A slight movement of the accelerator releases a surge of insatiable speed. A further movement—the shifting line of the horsepower. Yet the Fox is as silent as any equally powerful water-cooled car. In flexibility, acceleration, hill-climbing ability, power and reliability the Fox can be compared only to the most highly developed types of water-cooled cars.

The Fox has developed stability and comfort to an unparalleled degree. Tireless road trips are transformed into graceful cruises by low-flow springs, cushions and perfect balance.

While working in the appearance or performance of the Fox suggests air-cooled construction, it is important to remember that it is in the basic secret of light weight, great tire mileage and remarkably low consumption of gasoline and oil, as well as freedom from rusting accessories.

Think of accumulating the power and ability of the Fox, with its 137" wheelbase, yet conservatively carrying 22 to 25 miles in the gallon of gasoline, and other operating economies in proportion! The constant economies of heating or over-heating is completely abolished.

Everywhere in the car is evidenced advanced construction and patented features of design, ensuring extended comfort. But it is not fitting to single out special points, because every detail contributes to a harmonious whole.

The Fox will be exhibited during the New York, Chicago, Philadelphia and Boston Shows. At New York in the lobby of the Hotel Commodore. At Chicago in the lobby of the Auditorium Hotel.

At all shows it will be undeniably a veritable sensation. But to have seen the Fox is to be unfamiliar with the world's greatest advance in automobile construction.

FOX MOTOR CAR COMPANY, PHILADELPHIA

**FOX**  
A Powerful-Beautiful  
AIR-COOLED CAR

Price (Including 5 wheel tires and wire, wind up floor, cushions, oil-bulbs, backing and automatic signals, and other accessories) Open Model—Thirteen Hundred Dollars Closed Model—Fifteen Hundred Dollars F. O. & Factory

Of the 24 cars built, only one car is thought to have survived, a 1923 Derham-bodied Fox sedan owned by Tom Kidd of Zionsville, PA, just outside of Allentown. A creditor of the Fox Motor Co. originally owned the car, whose heirs sold it to a dealer in Lancaster, PA. From there, a collector in New York State owned it before selling it to the Harrah's collection in the 1970s. Kidd bought the car from Harrah's in 1984.

Aside from a repaint in the mid-1950s, the car is unrestored. Perhaps more importantly, Kidd preserved the company's history by talking to former Fox Motor Co. employees and obtaining original annual reports and shareholder letters.

As a result, what endures is more than a square Derham-bodied sedan from 1923; it's an essential truth. Whether or not a new company succeeds, investor optimism is the essential element in wealth creation in the United States.

And it's relevant today whether talking about GM, Tesla, Fisker or, for that matter, Fox.



*The only known survivor—a 1923 Fox Sedan owned by Tom Kidd*

## Return to the Auburn Cord Duesenberg Museum

Story and Photos by Mark McAlpine

Part of the attraction of attending the AACA's Auburn Special Spring Meet is that it provides another opportunity to visit the Auburn Cord Duesenberg Automobile Museum (ACD Museum). Even if the museum never changed its display or acquired new vehicles, you could visit the museum countless times and never be bored. However, the ACD Museum is a dynamic entity and does change its exhibits, and generous automobile collectors continue to donate or loan examples of these exquisite historic treasures. This article expands on the introduction to the museum provided in the March 2014 *Mudflap*.

The primary automobile display galleries are organized on themes. Immediately to your right after you enter the museum is the Original Company Showroom featuring classic Auburns, Cords, and Duesenbergs from 1925-1937. There are over 25 stunning cars on the Showroom floor, each deserving its own article, but there are three that are particularly significant: the first is the 1932 Cord "E-1" Prototype. E.L. Cord intended for this vehicle to replace the Cord L-29. It had a 157 inch wheelbase and was 20 inches longer than the L-29. It was originally built with a 491 cubic inch displacement V-16 engine, but that was replaced with a prototype V-12 engine of the same displacement. The engine produced 200 horsepower—a lot of power for its time—but it was also powering a 3-ton car. The Cord E-1 Prototype is stunning, but as the display placard states, 1932—in the middle of the Depression—“. . . was not the right time economically to introduce a vehicle that was bigger than a long wheelbase Duesenberg, and the program was scrapped.”

The second car being highlighted from the Original Showroom Floor is a restored, hand-built 1936 Cord 810 prototype with copper accents on the engine cowls, door handles, wheels and steering wheel.

*[Continued on Pg 17.]*



*1932 Cord "E-1" Prototype*



*1936 Cord 810 hand-built prototype show car with copper accents*

# Caught in the Headlights—TRAACA Members & Their Cars

## *Vickie Doscher's 1965 Mercury Comet Caliente*

Story by Vickie Doscher. Photos by Matt Doscher.



*Vickie Doscher's 1965 Mercury Comet*

I purchased my Mercury Comet Caliente on August 1, 2013, from Gore's Corvette World in Greenville, South Carolina, after finding it on their website. I was looking for a nice classic car to drive and enjoy at car shows alongside my husband Matt's Mustang. Matt and I drove down to Greenville on a Saturday morning, took the Comet for a test drive, decided we liked it enough to buy it, and then drove it back home to Chesapeake.

My new car and I got acquainted real quick—no more than 30 minutes into our trip back home my new car started to hesitate going up hills on I-85, would backfire, and the engine would cut off suddenly! Matt didn't understand what I was trying to describe to him about what the car was doing, so we pulled off to the emergency lane and changed drivers. Matt began to drive my new car and, sure enough, the engine would backfire and then die. However, the engine would automatically re-fire without having to pull off the Interstate. Finally, with Matt still driving, the Comet suddenly died and would not restart. There was no emergency lane, so we coasted to a complete stop in the right lane. Matt got out of the car, raised the hood and began troubleshooting, all while in a construction zone on I-85 with the traffic building up behind us because it had nowhere to go except to merge into the left lane. Matt found that one of the ignition coil wires had come off. Once he reconnected it the car fired back up, and down the road we went.

We had a pleasant drive until we hit a thunderstorm near Lake Gaston on I-85; that's when I discovered that my windshield leaked! Oh joy! We were nearing the final leg of our journey home when on Hwy 58 East, between Suffolk and Chesapeake, I noticed the Comet's headlights were very dim, which made it difficult to see since night had fallen. Luckily, we made it the rest of the way home and into the safety of our garage, still with minimal headlights. The next day at Advance Auto we

found out my voltage regulator had gone south, so Matt bought and installed a new one. My Comet has had no problems since then.

So it seems that everything that could go wrong with driving an old car did exactly just that with me—breaking down on a busy Interstate, driving through a thunderstorm and having wet feet, and driving in the dark with hardly any lights! But it was a fun and memorable experience, which made me like my new car even more.

My Comet spent the majority of its life in Texas with its original owner who bought the car new in Ohio where it was built. The second owner bought the Comet in 2007, so I am the third owner. My Comet has been repainted in its factory color of Midnight Blue and the convertible top has been replaced. Aside from these my Comet is in unrestored condition.

*[Editor's note: You fixed that windshield leak—right?]*



*The Comet's original 260-cubic inch straight six-cylinder engine*



*Original interior of Vickie's 1965 Mercury Comet Caliente*

# The Wisconsin Automotive Museum—Hartford, WI

Story by Bob Parrish. Photos by Terry Bond and Dot Parrish.



*Wisconsin Automotive Museum*

While attending the Central Fall Meet in Oconomowoc, Wisconsin, I had an opportunity to visit the Wisconsin Automotive Museum in nearby Hartford. This museum houses the largest collection of Kissel Kars which were built from 1906–1931 in a plant close to the museum's location. There are approximately 150 of these cars known to exist and there were 30 of them in this museum. The most famous Kissel Kar produced was the "Gold Bug," which was driven by such luminaries as Amelia Earhart and silent film actor Fatty Arbuckle. A Gold Bug car was also on the show field at the meet.

Another car manufacturer associated with Wisconsin is Nash and American Motors. There were many examples of Nash and AMC vehicles. There were also many vintage race cars that had competed in the area. All good car museums have good vintage automotive signs and other automobilia items on display and this was no exception.

The museum building was formerly a canning company built around the turn of the century, which gave the museum a certain vintage look that complemented the collection. If you are ever in the area, I would highly recommend you visit the Wisconsin Automotive Museum.

*For more information on the Wisconsin Automotive Museum, visit their website: [wisconsinautomuseum.com](http://wisconsinautomuseum.com).*



*1930 American Bantam coupe*



*Mock-up of Dealer Showroom with Nash-Healey Le Mans Coupe*



*One of the 30 Kissel "Kars" on display*



*1929 Kissel (L) and 1930 Kissel (R)  
(Photograph from Wisconsin Automotive Museum website)*

# Khedive Shriners' Car Show—Saturday, August 16, 2014

Story by Sam Kern. Photos by Bob Stein.

This year dozens of TRAACA members—most with their show cars—attended the 23rd Annual Khedive Autos Shriners' "Fun-n-Shine" Car Show and Craft Fair in Chesapeake, Virginia, on Saturday, August 16th. Over 300 original classic cars, muscle cars, and rods were on hand on a mostly-clear day. Many Tidewater Region members also assisted in judging the cars, which were divided into 41 different vehicle classes. Officials presented awards to a large crowd at 3:00 PM.

The TRAACA had a flea market space that it shared with the Military Aviation Museum. Bob and Dot Parrish promoted membership in the Antique Automobile Club of America and Tidewater Region. Military Aviation Museum docents Bill Hines and Chuck Morris promoted the museum as well as its coming "Biplanes and Triplanes" air show being held the weekend of October 4-5, 2014. Our large collapsible tent filled the entire assigned space and served as a good place for TRAACA members to congregate and relax. In return for the display space, the TRAACA is giving the Shriners a free area for an information booth in the Navy Hangar at our "Wings and Wheels" Meet at the Military Aviation Museum in Virginia Beach on Saturday, September 27, 2014. Many thanks go to fellow TRAACA member Skip Patnode for helping to orchestrate this swap of display spaces.

Proceeds for the show benefit the twenty-two Shriners Hospitals for Children nationwide. The Shriners appeared to succeed in this mission by not only filling the show field with great vehicles, but also by selling numerous flea market & vendor spaces and selling hamburgers & hot dogs to hungry spectators.

I entered my newly-painted 1988 dually Chevy pickup in the "Truck" class. While it didn't win an award, maybe with some work it will next year!

Our TRAACA members thoroughly enjoyed this event and can take pride in knowing the proceeds went to a good cause.



*TRAACA member Tyler Gimbert's 1924 Ford Model T*



*TRAACA member Dan Ciccone's 1937 Packard Super Eight*



*TRAACA members Joe & Charlene Geib with the 1966 Avanti II*



*TRAACA member Skip Patnode directing traffic*

# Name that Car

## Game and photos by Mark McAlpine

Identify the year, make, and model of the automobiles below with your only clues being their taillights. (The answers are at the bottom of the page.)



## AACA Calendar of Events

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

### 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

- 30 Apr- Eastern Spring Meet  
2 May Virginia Beach, VA
- 4-6 SE Divisional Tour  
Knoxville, TN
- 7-9 Central Spring Meet  
Auburn, IN

### JUNE 2015

- 4-6 Central Spring Meet  
Independence, MO

### JULY 2015

- 16- Southeastern Fall Meet  
18 Louisville, KY
- 27- Vintage Tour  
31 Lancaster, PA

ANSWERS: 1. 1958 Edsel Pacer; 2. 1955 Oldsmobile 88; 3. 1936 Ford convertible; 4. 1970 Dodge Challenger; 5. 1951 Ford Country Squire station wagon; 6. 1950 Cadillac Series 62 Club Coupe; 7. 1972 Citroen; 8. 1956 Continental Mark II; 9. 1957 BMW Isetta; 10. 1962 Chevrolet Impala; 11. 1968 Ford Mustang Shelby GT-500.



# TRAACA MEMBERS' PAGE

## Members celebrating birthdays in September

Ellen Adams  
 Marie Gancel  
 Bob Hanbury  
 Ivan Joslin  
 Kathy Kellam  
 Patrizia Ludovici  
 Wes Neal  
 Barbara Talley  
 Bill Wilcox



## Sunshine Report

Our thoughts & prayers go out to the following members:

- **Ivan Joslin** is still recovering from his recently removed infected hip prosthesis. If all goes well after his follow up medical visit, he hopes to have a new hip installed soon.
- **Vito Serrone** had quadruple bypass surgery on Friday, 29 August. Everything went well. He'll be in the ICU for a few days, but no visitors are allowed in the ICU.
- **Frank Lagana** recently had an accident at his home and was hospitalized for a few days. He is doing well and participated in a recent Club event.
- **Dick Pensyl** would appreciate hearing from Club members. Please keep him and his family in your prayers, and give him a call sometime.

Please provide updates on the health of TRAACA members to Toni McChesney at 456-2806 or [toni56chev@cox.net](mailto:toni56chev@cox.net).

## Members celebrating anniversaries in September



Mickey & Toni McChesney



996 THE RAMBLER MAGAZINE  
 CAPTAIN CHAS. COLONA AND FAMILY, NORFOLK, VA, IN 1908 RAMBLER ROADSTER

### *Mystery from the Past*

Among my various collectibles are some early factory car newsletters. I've got several issues of *Rambler Magazine*, which published in the early 1900s by the Thomas B. Jeffrey Company for owners of Rambler automobiles. In a 1908 issue is this great picture of a Norfolk Virginia Rambler with occupants ("Captain Chas. Colona and Family, Norfolk, VA, in 1908 Rambler Roadster.") Does anyone know anything about these folks or the car?

Terry Bond

## TRAACA Florida Contingent

In early August, intrepid reporter Bob Stein visited with the TRAACA's Florida contingent in The Villages and was pleased to find them all in good spirits. Although Ivan Joslin is in the midst of hip replacement surgery, he and Marjorie have enough confidence in his full recovery to have just bought a 1980 MGB sports car! And John and Vicky Peters showed that they are not always clowning around. John and Ivan were instrumental in the creation of The Villages Region AACA, one of the fastest-growing regions in the club (and the final stop of this year's Hemmings Motor News Great Race).



Marjorie & Ivan Joslin



Vicky & John Peters

## Return to the Auburn Cord Duesenberg Museum (continued from Page 11)



*1936 Cord 810 hand-built prototype, restored as a show car with copper accents on the engine cowl vents, wheels, door handles and steering wheel. Per the ACD Museum placard, "people stood on the tops of other new cars to get a glimpse of this striking design."*

A nice comparison, the third Showroom car being highlighted and a vehicle with its own story, is a production 1936 Cord 810 Westchester—"Moonshadow"—which was donated to the museum late last year by Betty Malks. Her late husband, renowned Cord expert Josh B. Malks (who unfortunately passed away last October) drove the car on three continents. You would never know it from the car's appearance—it is gorgeous.

The Gallery of Classics features "Full Classics," which the Classic Car Club of America defines as "fine or unusual foreign or domestic motorcars built between and including 1925 and 1948, but including cars built before 1925 that are virtually identical to Full Classics . . ." On display are not only Auburns, Cords, and Duesenbergs, but also cars from other competing luxury brands, most all long-gone now, such as Packard, Pierce-Arrow, Ruxton, Stearns-Knight, and Stutz, but also Cadillac, Lincoln and Rolls-Royce. Each vehicle on display deserves to be highlighted (okay, maybe not the prototype 1979 Buehrig, one of only four built between 1979 and 1982; it's hard to believe the same man who designed the Duesenberg J and Cord 810/812 designed this ugly duckling), but the space remaining in this article allows me to highlight only one more: the Buehrig-designed 1935 Auburn 851 Speedster.

Only 143 Auburn 851 Speedsters were built. It was powered by a supercharged Lycoming, 279.9 cubic inch, 8-cylinder engine that put out 150 hp and 230 ft lbs of torque. The 851 was guaranteed to be capable of doing at least 100 mph. In fact, each car was test driven to at least that speed at the factory and an engraved plate certifying the accomplishment was signed by the test driver and mounted to the dashboard of the car.

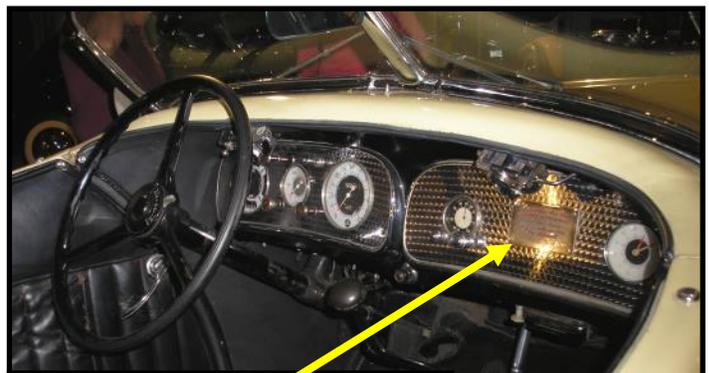
If you've never visited the ACD Museum, you owe it to yourself to go. There's an AACA Meet in Auburn next spring (May 8-10)! Just allow yourself enough time.



*The late Josh Malk's 1936 Cord 810 Westchester - "Moonshadow"*



*Supercharged 1935 Auburn 851 Speedster*



*(Top) Interior of 1935 Auburn 851 Speedster*



*(Left) Badge certifying that the car had been test driven at 100 mph before delivery to the customer (particularly impressive considering the condition of the roads at the time).*



## Lookin' Up

By **Bernie Golias, AACA Vice President—Library & Research Center**

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



There's a lot of exciting and positive development taking place in the Library & Research Center. The Bookmobile's restoration is moving along nicely and will be utilized as a great educational and marketing tool; updates to the website give it a fresh look that welcomes its member guests to participate in research and a growing commitment of our

Friends group.

I think most patrons would be surprised to learn how many of the services and programs they enjoy are supported by the Friends. Please share your ideas as to how we can creatively promote our Library by raising awareness and increasing membership. We are continuously growing and your help with some specific hands-on work is vital.

As a reminder, research is available on and off site and

as a member you have 1.5 hours (90 minutes) of free research available to you. If you can't make a personal visit, you can request services on-line at [www.aaca.library.org](http://www.aaca.library.org). If you haven't stopped by the Library's web site recently, please do so; it's lookin' up. They even have a new logo.

With it's ever growing inventory the Library is in need of financial support to carry out its purpose; that is to complete digitization of files, movies and miscellaneous periodicals, so they can be used by its members more efficiently. The Library is looking for pre-war automotive sales literature, periodicals and quality historical memorabilia. Don't forget about our endowment and planned giving programs. These areas are vital to the continued existence and growth of the Library's future.

For more information on becoming a member of the Friends of the Library and to learn more about planned giving, please contact the Library at 717-534-9101.

## JUDGES' CORNER

By **Ron Rubinstein**

Chief Judge, 2014 AACA Eastern Fall Meet, Hershey, PA  
(Excerpted from June 2014 *The Judge* newsletter)

Please plan on coming to Hershey to judge as I have made arrangements for a 72-degree day with light winds, sunny skies and lots of chocolate, if you care to indulge. In addition, you will have the unique opportunity to judge the finest antique cars, trucks, race cars, motorcycles, and fire apparatus in the world. Hershey also attracts the largest HPOF and DPC classes shown anywhere.

If you have considered judging at Hershey but haven't made the commitment, make this year "the year" to attend and judge. I guarantee you'll find the experience amazing and rewarding. If you have taken a break from judging at Hershey, we want you back! And finally, thank you to those judges who year after year, through rain, snow, sleet, and wind, have continued in their commitment to judge at Hershey. Hershey Region members have been hard at work to make sure you'll enjoy your judging experience. The more judges we have the easier it is for everyone.

Judges' breakfast will take place on Saturday, October 11, 2014, at 7:00 AM in the Giant Center and free parking is provided. You can obtain a parking pass by sending me a self-addressed stamped envelope.

Judging school is Friday, October 10, at 2:00 PM in the Giant Center, with CJE courses to follow. The 2:00 PM start time is an hour later than last year so you have more time to enjoy the flea market. Parking passes are available

for those attending the school and CJE programs by contacting Pat Buckley at (717) 534-1910 or [pbuckley@aaca.org](mailto:pbuckley@aaca.org).

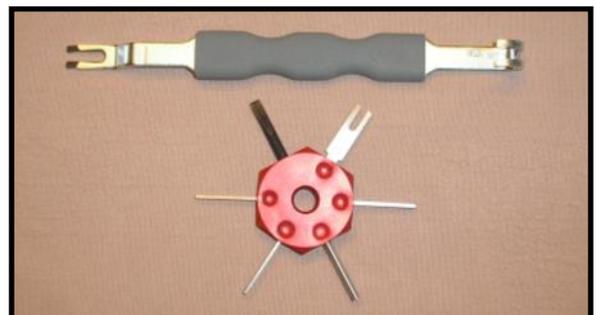
The success of Saturday's Hershey Antique Auto Show depends on you, the judges. We hope you will be part of the judging team at Hershey 2014.

## The Complete Toolbox

*Tools every mechanic should have in his/her toolbox.*

You know those brittle plastic wire connectors you try to pry apart with a screwdriver and usually end up breaking off the tab? These two inexpensive tools help you separate the male and female connectors more easily. The top tool is designed for wire connectors on older vehicles and the bottom one is for modern Weather Pack & Pack-Con connectors. The top tool can be found online for less than \$9, the bottom one for less than \$12. (Both tools shown are made by Lisle.)

*(Suggested by Mark McAlpine)*





## 30th Annual Classics on the Green Wine Festival & Car Show

Features classic & modern British and European cars.  
This year's featured marque celebrates Ferrari.

**WHEN:** Sunday, September 14, 2014  
8:00 AM - 4:00 PM (rain or shine)

**WHERE:** New Kent Winery  
8400 Old Church Road, New Kent, VA 23124

General admission: \$10. Car show & wine tasting ticket: \$25 in advance, \$35 day of show. For info: see [classiconthegreen.com](http://classiconthegreen.com)



## 39th Edgar Rohr Memorial Car Meet Saturday, September 20, 2014

Manassas Museum, 9101 Prince William St., Manassas, VA  
10:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

**Contacts:**

Nicki Hudson, Registration: (540) 522-6533  
William Sessler, Chairman: (703) 368-2367  
Meet-day info (Sat only): Jon Battle, (703) 986-8785  
See us on the web at [www.bullrunaaca.org](http://www.bullrunaaca.org)

## Southeast Virginia Street Rod Association's 22nd Annual Charity Car Show & Picnic to benefit

WOUNDED  WEAR

HELPING WARRIORS REDISCOVER THE HERO WITHIN  
FOREVER RECOGNIZING THE COST OF FREEDOM

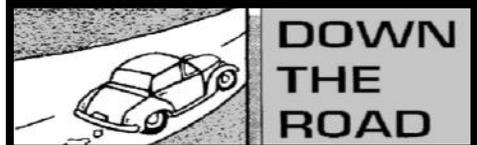
**WHEN:** Saturday, September 20, 2014  
9:00 AM - 3:00 PM (rain or shine)

**WHERE:** Daniels Performance Group  
20128 IWIP Road, Smithfield, VA 23430

*Live performance by the Shotgun Blues Brotherhood*

Lunch will be served to all participants & paid visitors

For info: see [www.sevastreetrods.org](http://www.sevastreetrods.org) or e-mail [sevastreetrod@aol.com](mailto:sevastreetrod@aol.com)



## Other Regional/Local Events

### SEPTEMBER 2014

- 6 Race Day Car Corral  
Richmond Int'l Raceway  
Richmond, VA
- 12 Friday Night Cruise-In at  
Daniels Performance  
Group, Smithfield, VA
- 14 Classics on the Green Car  
Show at New Kent Winery  
New Kent, VA
- 18-21 Charlotte Auto Fair & Meet  
Hornets Nest Region AACA  
Charlotte, NC
- 20 SEVA Street Rod Club  
22nd Annual Charity Picnic  
Daniels Performance Group  
Smithfield, VA
- 20 Bull Run Region AACA  
Edgar Rohr Memorial Meet  
Manassas, VA  
[www.bullrunaaca.org](http://www.bullrunaaca.org)
- 26 Friday Night Cruise-In at  
Daniels Performance  
Group, Smithfield, VA

### OCTOBER 2014

- 1-5 Fall Carlisle  
Carlisle, PA
- 4 Franklin Fall Festival  
Car Show  
Franklin, VA
- 10 Friday Night Cruise-In at  
Daniels Performance  
Group, Smithfield, VA
- 24-  
26 Virginia Fall Classic  
Car Show  
Newport News, VA  
- 24 Oct: Cruise-In  
- 26 Oct: Car Show  
- 27 Oct: Tour of Tidewater
- 24 Friday Night Cruise-In  
"Trunk or Treat" at  
Daniels Performance  
Group, Smithfield VA



## EDITOR'S DESK

Mark McAlpine

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

As I write these musings, I sit here reflecting that summer is over. Okay, according to the calendar the official end of summer is Tuesday, 23 September, but per my conditioning as a child summer ends with Labor Day and the return to school. For TRAACA members, Labor Day also signals the final lap before our annual meet.

This year's "Wings & Wheels" Meet is going to be great. Meet Chairman Tony Scarpelli and his team have worked hard to plan and organize it. However, for the meet to be a success, we need you (and good weather). First, we need you to clean your vehicle and bring it to the meet. If you haven't registered yet, do it now—only preregistered vehicles are eligible for AACA judging and preregistration forms must be postmarked no later than Sept 15. (We need the info to layout the judging classes.)

We also need your help. Many things need to be done the day of the show. The amount of work and time required by any single person is directly proportionate to the number of volunteers we have—the more volunteers, the less work for everyone. Please sign up to help for an hour or two at the Meet or the Friday Night Social.

You'll notice a new recurring contributor in this month's *Mudflap* from one of the newest TRAACA

members—Larry Printz. Maybe you recognize his name (and have read his syndicated articles)—we're very fortunate that someone as knowledgeable (and busy) as Larry has agreed to write an article for us every month. Larry knows a few things about cars old and new. (Plus he and Terry Bond raise the quality of the writing in our newsletter.) Enjoy reading his first *Mudflap* article this month on the Fox Motor Car Company.

Please note Ron Rubinstein's plea on Page 18 for judges at Hershey (October 9-11). If you need any more incentive to judge at Hershey besides the beautiful cars, huge swap meet, and camaraderie, they give cloisonné judging chips and every judge gets a participation gift. (Last year it was a miniature model car—Marion got a 1957 Corvette—*sigh*—and I got a 1932 Ford coupe.)

I'm still looking for more articles from club members. *The Mudflap* doesn't write itself—we need content. Please write and send me an article about one of your classic vehicles. Or write an article about your first car or interesting road trip you've taken in an antique vehicle. We all enjoy hearing (and telling) these stories, so write an article and share your story with all your fellow TRAACA members. It doesn't have to be long—only about 500 words (in Times New Roman 11 font) and 3-4 photos for "Caught in the Headlights" or "My First Car" articles, less (or more) for interesting flashback stories.

See you at the next car show!

Mark Mc

## Insurance Appraisals/Pre-Purchase Inspections Accepted by Major Antique Auto Insurers Licensed and Insured

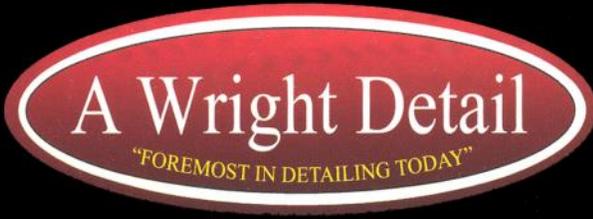
# Dan Ciccone

757-391-9006 (w) 757-576-9228 (c)

cicconeclassics@cox.net

www.cicconeclassics.com

**Ciccone  
Classics**  
Vehicle Appraisals



757.329.1112  
 skwright86@gmail.com

Stephen Wright  
 Owner



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 Thad@Doumars.com

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 Norfolk, Virginia 23517

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 Carpets Door Panels  
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 2602 Build America Drive

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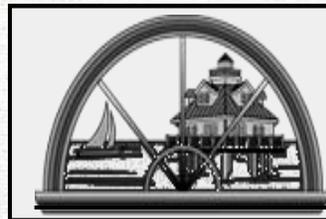


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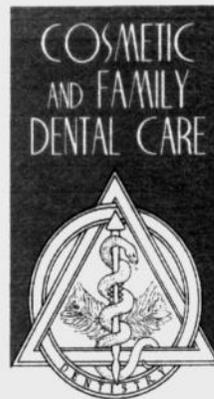
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