

The Mudflap

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

Volume 64, Issue 12

December 2020

TRAACA Gathering 14 Nov 2020!

The 2020 pandemic has kept us apart for most of the year but on Saturday, November 14, approximately 40 members and guests came together at Lakewood Park in Norfolk for a picnic and the annual silent auction. Not knowing when we might be able to gather again as a Club, it was decided to include the silent auction with this event. In spite of the shorter notice for the auction, it was a success. Members brought a diverse collection of very nice items to donate and the Club raised \$605.00! Each participant was issued a pencil and the items were placed to allow additional spacing and provide a single flow between the picnic tables.

The Club provided the food which came from Pollard's Chicken. The menu included fried chicken, baked beans, potato salad, and an assortment of delicious cookies. There was plenty of good food for seconds and maybe some thirds! The event was held outdoors under two large shelters. The weather cooperated and it turned out to be a sunny and very mild autumn day that was ideal for our gathering. As a result, many drove an antique automobile to the Park. All attendees wore masks. There were even antique car themed masks made by Marty Sugermeier that were a great addition to the silent auction. We all maintained distancing throughout the event. Wearing masks and gloves, members volunteered to serve the lunch. There were plenty of picnic tables available to spread out while eating and many members also brought chairs and sat amongst the trees.

Much thanks to Tim and Phyllis Hund for coordinating the event, as well as other members who helped with setting up the tables, serving the food, and overseeing the auction. Their efforts made for a very successful activity! Hopefully, the Region can soon resume our calendar of events and once again enjoy each other's company. ~by *Wayne Milligan*



1907 Fiat Targa Florio roadster at the AACA Special Fall Nationals. More on page 4!



TRAACA CALENDAR

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

DECEMBER 2020

- 10 Board Meeting TBD
- 12 Botanical Garden Holiday Lights
- 13 Holiday Brunch, Princess Anne Country Club, Virginia Beach

January 2021

TBD

The activities from 2020 are going to be transplanted into 2021, pending COVID guidelines

February 2021

TBD

March 2021

- 6 Annual Swap Meet Nansemond Suffolk Academy



President's Podium

Wayne Milligan
TRAACA President
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Hello fellow Tidewater Region AACA members. I hope all are well and safe! We are approaching the holiday season and, just like the rest of 2020, it will be different. I hope all are able to celebrate and enjoy time with family and friends. We're all looking forward to 2021 bringing a return to our Club activities.

The Club hosted an outdoor, catered picnic along with our annual silent auction at Lakewood Park in Norfolk on November 14th. The event was well attended and the silent auction raised just over \$600.00 for the Club. The weather was ideal, the location was great, and approximately 40 members and guests participated and many drove an antique automobile. Attendees wore masks and the venue provided plenty of covered and shady space to spread out. Much thanks to those who donated items for the auction, delivered and served food, facilitated the silent auction, and to those who attended and participated while maintaining a safe environment for all.

The picnic was planned several weeks in advance and, not only did the weather cooperate, the date also worked out well. The picnic was held the day prior to the increased restrictions taking affect in Virginia. Though the picnic was able to be held, the restrictions have made hosting the Holiday Brunch at the Princess Anne Country Club impossible. The Holiday

Bruch is always one of our best attended events and the Club is already on their calendar for December, 2021!

November 15th also closed the window for voting for the proposed 2021 Region Officers and Board members. Though the format for voting was different this year (email and USPS votes), the participation was comparable to the past several years when the vote typically occurred at the Chili Cook-off. The slate of Officers and Board members as submitted was elected to serve in 2021. Those members are Tim Hund (continuing as Vice President), Tammy Park (Treasurer), Fred Cole (moving from Board member to Secretary), Jerry Adams (Board member), Dick Chipchak (Board Member), Doug Grosz (continuing as Board member), Skip Patnode (Board member), and myself (continuing as President). I'd like to thank the incoming Board for agreeing to serve our Region. I'd also like to again thank Marion McAlpine who chaired this year's Nominating Committee which included Terry Bond, Skip Patnode, Bob Parrish, and Bob Stein (who also tallied the votes).

It's time to renew both your Tidewater Region and your AACA memberships. Membership Chair Jerry Adams has distributed pre-filled registration forms. Please ensure your information, including the automobile information, is complete and accurate. It is also very important to include your email address. The Club allows you to pay your national dues through the Region in one easy transaction. Whether you owe dues or not, please remember to sign your form and return it. Your signature indicates your continued desire to remain a member of the Tidewater Region.

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

Warmest Regards,

Wayne Milligan, '20 Tidewater Region
 AACA President

Dinner Meeting Corner

Chief Contact: Skip Patnode

Once resumed, members will be contacted via e-mail to obtain their RSVPs for the club's monthly dinner meeting. (Members without e-mail will be contacted by phone.) If you will be attending, please respond to Skip Patnode's e-mail by the requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!

2020 TRAACA Officers & Board

President - Wayne Milligan:

traacacontact@gmail.com

Vice President - Tim Hund:

traacacontact@gmail.com

Secretary - Ellen Adams

Treasurer - Bill Treadwell

Board - Fred Cole

Board - Travis Berry

Board - Dot Parrish

Board - Doug Grosz

President Emeritus - Matt Doscher

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



ANTIQUE AUTOMOBILE CLUB
 of AMERICA

From the Running Board

Nov 12, 2020 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

TRAACA Board Meeting Thursday, November 12, 2020

Officer's Present: Wayne Milligan, Tim Hund, Ellen Adams, Bill Treadwell. Board Members present: Fred Cole. Club members present: Jerry Adams.

Quorum: Board Meeting called to order at 7:07PM.

President: Thanked everyone for taking time to be here.

Vice President: Seconded what Wayne said.

Secretary's Report: Nothing to report

Treasurer's Report: Shared Treasurer's Reports previously sent out in email, noting payments made for deposit towards the 2022 Grand Nationals as well as Directors & Officers liability insurance coverage.

COMMITTEE REPORTS:

Activities:

November 14th – Lakewood Park outdoor gathering - had 35 RSVP

December 12th – Botanical Garden Holiday Lights

Restaurants:

- November dinner meeting – cancelled, outdoor gathering at Lakewood Park in lieu of formal dinner
- December holiday brunch – depending upon current COVID guidelines will depend upon ability to host
- January banquet – at this time, still planning to hold but also depending upon current COVID guidelines

Membership:

- As of October 31st, 193 membership renewals distributed, 64 memberships renewed for a 33% renewal rate

Ongoing Business:

- Club tax status subcommittee update
Research is still being done as to what filings are necessary under the current not-for-profit status.
- Comment Cards at Dinner Meetings
This may be something that has to wait until 2021, but still something the Board is looking to do.

New Business:

- Club Board positions
Window to vote closes Nov. 15th
 - Audit of 2020 Club financials
Wayne will be reaching out to a few members to review the club's financials
 - Club Trailer Maintenance
Jerry to call about warranty
Wayne to arrange getting trailer inspected
 - Printing of Mudflap
Reviewing costs and mailings
 - Newsletter co-editor
Ken Packard is relocating so there is an opening to assist Doug Grosz with the Mudflap
- 2021 Activities Committee
The activities from 2020 are going to be transplanted into 2021, pending COVID guidelines

Other Business:

VPCCC Monthly Meeting Report: NSTR

CCCHR Monthly Meeting Report: NSTR

Adjourned at 8:17pm. Next board meeting is 7:00pm

Thursday, December 10th, location TBD.

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So, What's My Car Worth? Jim Elliott, AACA President

(Article reprinted with permission from the AACA Rummage Box Winter 2020)

I am certain we have all been asked this question and also certain we have asked someone else this same question. For those of us who collect cars, the value of the car is always important. We don't want to overpay and certainly do not want to part with a car for a bargain price. So, what are our choices for determining value? There are many appraisers that will give you their estimate of value for a few hundred dollars. Most of these "guesses" come from a value guide or auction results. The value guides are often published by insurance companies. But be careful, that high insurance estimate also works to generate a higher insurance premium. Auction results are unpredictable. Not only are bids determined by the number of bidders but also the majority of the seller listing agreements allow for "phantom" bidding by the auction company. This is done to guarantee that the reserve price is met. But the real answer to the question is "your car is worth what someone else will pay for it." Unfortunately, with fewer people entering the old car hobby, you should be concerned about the future value of your car. A neighbor of mine has a late 30's Packard Sedan for sale. All six of the prospective buyers who have looked at this car were over the age of seventy. It is time for each member and each region to begin a diligent effort to attract new members. We need to sell the "fun" that is available with our hobby. More activities, such as shows, tours, and picnics, will always generate more members. Our cars need to be seen by the public. We need to seek venues to display our cars, such as county fairs or antique malls. We have a great hobby in which a small minority of car owners participate. The best way to solidify the value of your collection is to increase our membership. I hope the day doesn't come when no one wants an antique car.



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

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AACA Special Fall Nationals November 7, 2020, Gettysburg, PA



Story and Photos by Neil Sugermeyer. Additional Photos by Mark McAlpine

The year 2020 has been a strange one to say the least, and for the antique car hobby, it saw many cancellations of shows, tours and swap meets. For many aficionados, the worst result of the Covid-19 pandemic were cancellations. First, the Grand National Meet in Allentown, PA, which AACA was able to get the show rescheduled to take place in Gettysburg, PA only through heroic efforts. Then, an even greater effort by AACA and the Gettysburg Region led to a rescheduled National meet to take the place of the traditional Hershey fall National meet, again at the same welcoming location in Gettysburg. Justification for the permit of one location over the original sites are not a matter of discussion here – just a brief review of what turned out to be a fantastic substitute fall National show for all who attended.

Although the famous Hershey fall meet usually has more than 1000 cars exhibited in judged classes, evaluated Historic Preservation of Original Features (HPOF) and Driver Participation (DPC) classes, there still were approximately 600 cars in attendance on what was a most beautiful 72 degree fall day in November. Because of the virus, there was no judge's breakfast, so judges met at the Wyndham hotel at 9AM for team assignments and briefing. Tidewater Region contributed 17 judges and admin people that included President Jim and Donna Elliott, Dan Ciccone, Tom and Tammy Cox, Sam Kern, Bill Treadwell, Terry and Susan Bond, Bob and Dot Parrish, Mark and Marion McAlpine, Bill Coburn, Tony Scarpelli, Bob Stein and Neil Sugermeyer. In the HPOF class, there were 100 cars and only 4 two



1916 Studebaker Speedster

man teams. Other areas had a somewhat lesser shortage of judges, but there were many magnificent and unusual cars to be judged or evaluated. Promptly at 10 AM all teams hit the field to do their jobs. Jerry Black from Gettysburg Region and I were one of the four teams evaluating cars registered in HPOF, and we looked at about 25 cars, one a 1916 Studebaker speedster.

In the HPOF area, the Studebaker was unique. It had been pulled from a barn on four very flat, very ancient tires. The owner had been able to save one for display as a spare, and what made it really unusual is the spare was a double sided whitewall with red rubber tread. Additionally, the fenders were a sort of coated burlap, attached on to a steel framework. Where they had suffered tearing during use, the tear had been carefully sewn to close it. No leadwork or bondo filler needed!

A beautiful low mileage '32 Chevy 2 door coach was an impressive example of a car carefully maintained for nearly 90 years. Another rare car we evaluated was a '62 Ford Thunderbird speedster, one of about 2000 made. This car had a top that disappeared into the trunk area with a metal or fiberglass panel that extended to the back of the front seats from the rear deck, giving the appearance of a two seater. Special wire wheels were a factory installed option. The car had about 9,000 original miles on the odometer!

Another impressive original was a 60's Lincoln block long party limousine with not only a curved bench seat for about 7 or 8 people, but a mounted crystal bar set for the party-goers. The owner was



A surviving spare, with red tread and double whitewalls, on the 1916 Studebaker Speedster



1932 Chevrolet 2 door coach

Powell had his '30 Oakland on display, Bob Stein showed a '86 Buick Electra and of course, Jim and Donna Elliot came in their '91 Camaro RS convertible.

In the face of adversity, our national club staff and our sister Gettysburg region produced on short notice a National Meet that they can certainly be proud of, and that all of us who attended can say was fantastic. We got to see great cars, enjoyed the company of many of our antique car friends, and came home with some trophy hardware and a sense of satisfaction.

away judging, and we told him later that we drank all the booze before taking a nap inside, and it sure made the rest of our job easier (a no-no in reality).

One of our Tidewater members had a car in HPOF – Reggie and Cindi Nash not only displayed their 1909 Rambler, but were dressed in clothes of the era, really a 100% display. While Jerry and I didn't happen to evaluate their car, it fits the meaning of HPOF exactly.

This is a quick plug looking for HPOF evaluators. If you are a judge with 25 or more credits, you can ask to be certified for HPOF. The evaluating procedure is a bit different than regular class judging, and you get to see some remarkable vehicles presented as originally built and delivered by the factory. Mostly safety items and routine maintenance is acceptable. Look into the judge's manual for details and what training is required. HPOF needs more qualified judges, so get involved – you'll enjoy every minute of it!

While we were judging, Marty spent some time at the military vehicle display. While not for AACA class judging or evaluation, it was a display where everything operated, and the owner of the collection is establishing a military vehicle museum and is trying to generate interest.

In other sections of the show, some of our Region members brought a vehicle for show. Sam Kern brought his '42 GPW Jeep and his '88 Chevy pickup, Bill Treadwell showed his '69 Camaro, Bob



1908 Buick Model G roadster



1964 A.J. Watson Indy race car



1962 Ford Thunderbird Speedster



1913 Ford Model T



1917 Chevrolet 490 touring car



1919 Templar 445 roadster



1919 Willys-Knight Model 88-8 touring car



1927 Cadillac 314 roadster



1930 Packard 734 "boattail" Speedster



1930 Pierce-Arrow Model B convertible



1929 REO Flying Cloud phaeton



1937 Lincoln Brunn Convertible Victoria



1955 Chevrolet Bel Air hardtop



1955 DeSoto Fireflite



1961 Ford Fairlane



1966 Plymouth Barracuda fastback



Bill & Linda Treadwell's 1969 Chevrolet Camaro convertible



1972 Volvo 1800ES station wagon



1973 Buick Century GS



Jim & Donna Elliott's 1991 Chevrolet Camaro RS convertible



Gilmore Car Museum—Part 6

Hickory Corners, MI

Classic Car Club of America Museum

Story and photos by Mark McAlpine

This article is the sixth in a series of at least seven articles about the Gilmore Car Museum located in Hickory Corners, MI (midway between Battle Creek and Kalamazoo, MI). This month's article highlights the Classic Car Club of America Museum, one of the six partner organization museums located on the Gilmore campus. (The other five are the Cadillac-LaSalle Club Museum, the H.H. Franklin Collection, the Lincoln Motor Car Heritage Museum, the Model A Ford Museum, and the Pierce-Arrow Museum.)

The Classic Car Club of America (CCCA) was founded in 1952. Per its mission statement, it was founded “for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign or domestic motorcars built between and including the years 1915 and 1948 and are distinguished for their representative fine design, high engineering standards and superior workmanship.” When people today use the term “classic car,” some call any vehicle older than 25 years a “classic,” while others only consider vehicles at least as old as the 1960s, if not considerably earlier, as “classic cars.”

The CCCA defines “Classics” as being built in limited numbers and quite expensive when new. “As a group, they represent the pinnacle of engineering, styling and design for their era.” Marques defined by the CCCA as “Classic Cars” include (but not necessarily every model produced by the manufacturer) the names one would expect such as Auburn, Buick, Cadillac, Chrysler, Cord, Duesenberg, Franklin, Graham-Paige, Hudson, LaSalle, Lincoln,

Locomobile, Nash, Packard, Peerless, Pierce-Arrow, REO, Rolls-Royce, Studebaker, Stutz, and Willys-Knight, and other lesser-known today, long-dead marques such as Apperson, Brewster, Cunningham, Dagmar, Delahaye, Doble, Dorris, DuPont, Jordan, Julian, Kissel, Marmon, McFarlan, Mercer, Minerva, Revere, Roamer, Ruxton, Stearns-Knight, Stevens-Duryea, Wills St. Claire, and Winton. (The full list of CCCA-recognized Classic Cars can be found on the CCCA website.) A CCCA member (Jon Lee) researched & estimated only 1,366,843 vehicles defined by the CCCA as “Full Classics” were produced, and over half of those (725,779) were Cadillacs and Packards. The AACA adheres to the CCCA definition of “classics” for our Competition Judged Class 19, Specified Classic Vehicles. [NOTE: The CCCA is significantly smaller than the AACA, with only about 3,500 members compared to the AACA's 50,000.]

The CCCA Museum at the Gilmore Car Museum was dedicated in June 1987. It is housed in an original 1890's two-story barn, originally located only minutes from the Gilmore campus, which was dismantled and relocated to the Gilmore grounds. According to the CCCA website, the barn is named after Thomas W. Barrett, III, the co-founder of the world-famous Barrett-Jackson Auctions, who provided the initial funding for the project. Over 25 cars and 700 hood mascots (in the Marvin M. Tamaroff Collection) are displayed in the Barrett Barn.

If you need another reason to justify a visit to the Gilmore Car Museum, the CCCA Museum is it. You'll see a number of beautiful automobiles & hood mascots, including some you won't see anywhere else.



The Classic Car Club of America Museum—one of the six on-site partner museums at the Gilmore Car Museum in Hickory Corners, MI



1926 Wills St. Claire Model T-6 4-door Phaeton



1928 Stutz Chantilly sedan



1929 Lincoln Sport Phaeton



1931 Cadillac 370A convertible coupe



1931 Packard 833 Club Sedan



1932 Pierce-Arrow Model 54 Club Sedan



1932 Buick Series 9 4-door Club Sedan



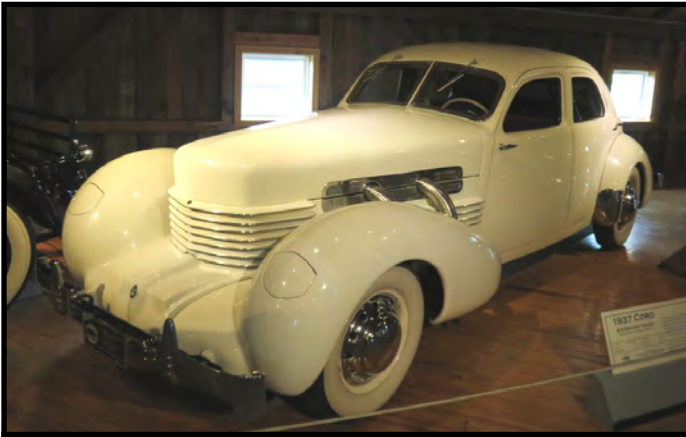
1933 Lincoln Model KB Phaeton



1933 Stutz Monte Carlo



1936 Buick Roadmaster convertible



1937 Cord 812 Beverly sedan



1937 Packard 1507 coupe



1938 Buick Series 40 Special



1938 Packard Victoria convertible



1939 Delahaye 6 135M Drophead Coupe



1939 Rolls-Royce Wraith Touring Limousine



1948 Jaguar Mark IV Drophead Coupe with 125-hp, 3.5L straight-six cylinder engine



1947 Cadillac Series 62 Sedanette Fastback



1948 Lincoln Continental Cabriolet



(L-R) 1929 Lincoln Model L 4-door limousine, 1929 Cord L-29 Town Car, and 1926 Marmon 5-passenger sedan—all original & unrestored.



Still Collecting - Christmas at the Old Garage

By Terry Bond

It's hard to believe but Christmas looms on the horizon! For most of us, the usual shopping will be online, and I'm sure you'll agree, the pandemic has put a damper on our Christmas spirit.

It seems like everyone will still decorate however, and the Christmas tree is often surrounded by a wonderful tiny Christmas village, recreating scenes from our childhood memories.

Christmas villages and similar displays are fun to rearrange each year, and great to look at. For us antique auto enthusiasts, they are often set in a time frame that permits using some toy vintage cars in the display. The best thing about these displays? You can start your collection now, or add to what you've already got.

Christmas villages have been around a long time. The history of the Christmas village began as an expansion of the traditional Nativity scene, and by the turn of the century, cardboard churches, houses, and other buildings began to appear. Today, many of them have originated with a toy train layout surrounding the Christmas tree. Others cover tables, sideboards and shelves. Some even remain up year-round.

Thanks to the American "five and dime" store, and early mail order catalogs, the public could easily satisfy their demand for these beautiful decorative items.

According to a long-time collector of antique Christmas decorations, it was while traveling through Europe purchasing inventory for his stores, that F.W. Woolworth discovered a small glass Christmas Cot-

tage in Germany, and sent a selection of them home for resale. American's bought them quickly, and the demand became almost insatiable.

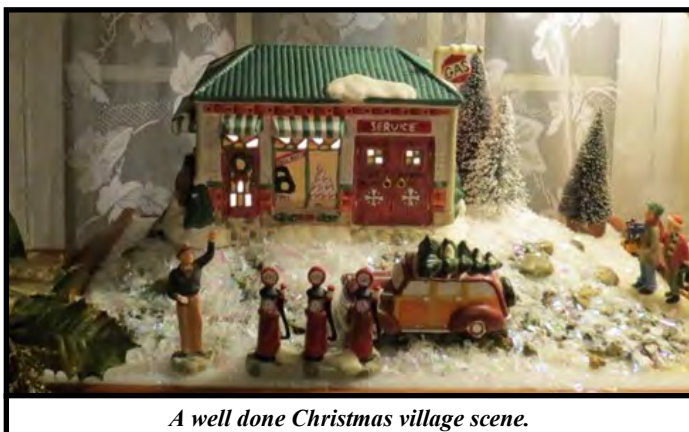
Lighted scenes began to appear in the 1920s. During the post-WWII era, Japanese made Christmas cottages and other buildings flooded the market. By the 1970s, ceramic scenery items could be purchased as a series of collector's items.



An early Japanese made composite molded gas station.

These pieces were quite expensive, and most people decided rather than spend too much for a complete village, they would add a few items every year. It quickly became an instant collectable with new items issued annually in numbered, limited edition. It also solved many a gift-giving problem for those wondering what to give.

In 1976, Department 56 began selling its "Original Snow Village" items. Today, their main competitor is



A well done Christmas village scene.



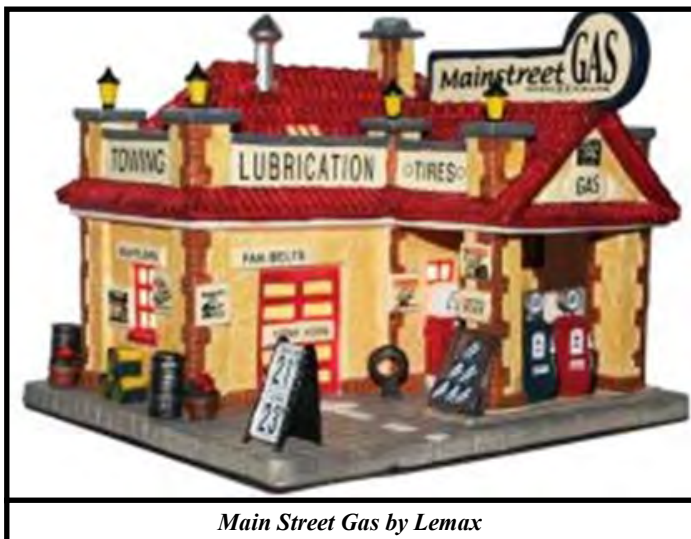
The first Garage issued by Department 56.

Lemax, founded in 1990. These were sold by Sears and several other department stores over the years. Many can easily be found today on the internet.

Yes, I realize that I've spoken harshly about such "limited edition" modern purpose-made "collectables," but these objects have evolved into genuine collector's items. What the heck—gotta have some Christmas spirit anyway, so just enjoy your eggnog and the pretty scenery.

Of course every Christmas village needs to have the town garage right? So- let's take a look at some interesting examples you can find to enhance your own Christmas display.

Of course any old toy garage can be placed into a Christmas village scene, but I've covered those in a previous article (last December). This time, we'll look at those pre-manufactured as Christmas Village items. Many of them can be found easily on the internet.



Main Street Gas by Lemax

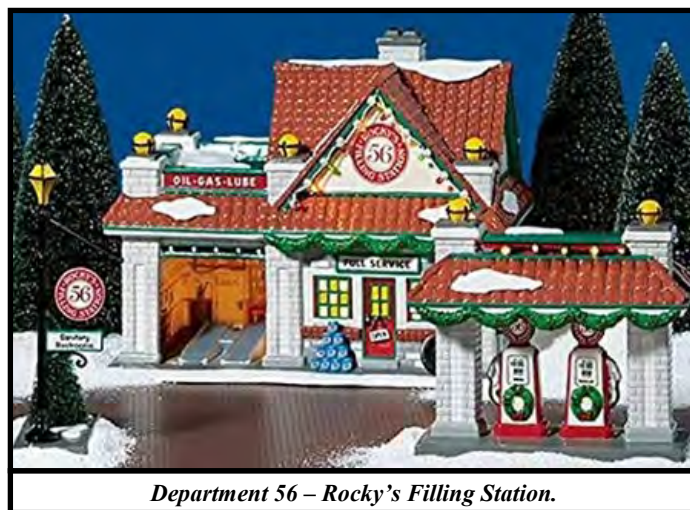


Department 56 Birch Island gas station.



This cute Texaco station was made for Texaco by Racing Champions Inc. It is still available on the internet.

My personal favorites are the Lemax garages. They are easy to find, quite inexpensive, and just right sized to supplement the scene with small toy cars, gas pumps, and other items that can easily be found in hobby shops selling model railroad supplies. Each year, the garages displayed on our mantle have been supplemented with appropriately sized MG models supplied from Susan's collection of MG memorabilia. Right-sized visible gas pumps, originally produced as Christmas tree decorations are also used in our small display.



Department 56 – Rocky's Filling Station.

Sears sold a wonderful series known as "The Craftsman" for many years, bringing out a new edition annually. These garages had Craftsman tool cabinets, signs, and other related items prominently dis-

played. Of course now that the Craftsman brand has been sold, and Sears technically no longer exists as we once knew it, I doubt if any new editions of these wonderful display pieces will be issued. Still, internet sources still offer plenty of them, with only the earliest versions commanding higher prices.



Now out of stock, this cute Texaco station was originally sold at Wal-Mart.

One of the first one's I acquired was "Jacks Garage" in honor of our grandson, Jack. When I found out this wonderful Christmas gift came from Sears, we rushed right out to the nearest store and found a couple of other types of garages happily on an after-Christmas sale. The annual madness began, and trips



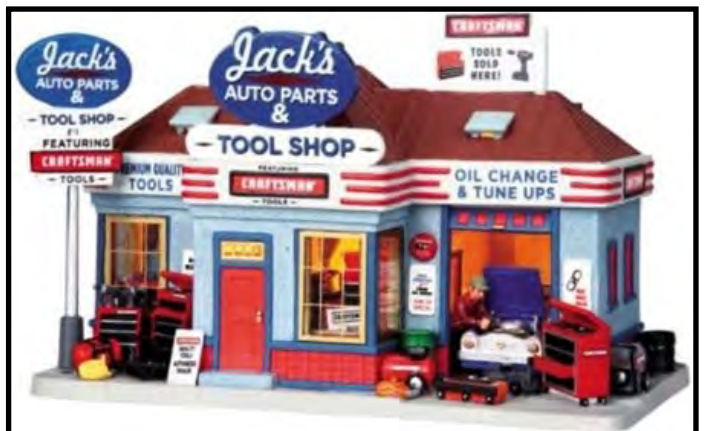
Al's Gas Station by Lemax. These garages are nicely lit with standard Christmas candle type light bulbs.



Part of a Department 56 Christmas Village display using various additional items.

to the area's Sears stores became routine, searching for additional versions. One year I even bought the last one still on display!

Some of you may have one of these wonderful Christmas decorations packed away somewhere. Time to get it out and put it on display! Remember—that's one my rules of collecting. You need to display your stuff!



Jack's Auto Parts by Lemax.



These Texaco lighted filling stations can be found easily. This one was purchased at a thrift store for \$15.00 with original box.

If you don't already have a Christmas village, why not start a new tradition. At least, it's a good excuse to collecting something neat. Every collection begins with the first item, so while you are sitting at the computer some evening let your fingers do the walking and see what is out there. Many of these "limited editions" are long-ago sold out and out of production, but they are still available in the secondary market, many in their original packaging. Often, you will find them cheaper than when originally available.

So, this year, while you are staying close to home, take a little extra time and do some decorating inside. Create your own private world in whatever decade tickles your fancy. Plug in the lights, pour that egg nog and then lose yourself in past memories of Christmases gone by. Enjoy the pictures, and enjoy your Christmas!

Terry



By Lemax, this spark plug themed service station is the perfect thing for a spark plug collector!



Do You Enjoy Touring?

Mark McAlpine, VP - National Activities

(Article reprinted with permission from the AACA Rummage Box Winter 2020)

Do you enjoy touring in your antique automobile? If so, I understand why. My wife Marion and I have participated in our region's annual Square Car Tour, our region's annual weekend tours, and the Old Dominion Meet Association Region's annual weekend Fall Tour, but had never participated in an AACA national tour until we participated as "hoppers" (mooching rides in other people's cars) in last year's Vintage Tour in Kingston, Ontario, Canada. Friends told us we needed to try a national tour but warned us that once we did, we would become addicted to touring. After enjoying the 2019 Vintage Tour (hosted by Joe & Lynne Konarowski, who received an AACA National Award—the Augustus Post Memorial Plaque—for doing so), I know what they meant and I agree. Don't get me wrong—I still love our club's Nationals (formerly called "Meets")—but tours are different. Tours provide more time for fun. Every day you drive new roads, see and enjoy new sights and activities, and have considerably more time to talk with friends old and new during the tour, at its stops, and at the end of the day. On a tour, you have 3-5 days (plus the arrival day before the tour) of relaxation and fun instead of only the 1-2 jam-packed days of a Nationals. Is one better than the other? No—each is fun, and many AACA members participate in both—but they're definitely different experiences. There is one big difference in AACA Nationals and National Tours: we have considerably more difficulty in attracting member regions/chapters to host a national tour than we do to host a national show. For example, we have 9 Nationals locked in for our 2021 national activities calendar (a full calendar, but there's always room for one more show if your region/chapter would like to host one), but we only have a host region/chapter for 1 of our 5 tours in 2021. (Thank you to the King of the Road Chapter in Florida, which is hosting the 2021 AACA Southeastern Divisional Tour!) We are still looking for regions/chapters to step forward to host the 2021 Revival AAA Glidden Tour®, AACA Founders Tour, AACA Vintage Tour, and AACA Western Divisional Tour (and to host these and other tours in 2022- 2025). If you enjoy touring, please share that enjoyment with your fellow AACA members by having your region/ chapter step forward to host a national tour. E-mail me at mmmalpine13@outlook.com if you have questions, need more information, or just want to talk about old cars. Thank you very much! I look forward to hearing from you and to seeing you at an AACA national show or tour this year.



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in December

Roland & Jeanie Downing
 James & Pamela Gregg
 John & Lynn Heimerl
 George & Betsy Keen
 Ron & Tina Pack

Members celebrating birthdays in December

Margie Anthony
 Mary Ellen Basnight
 Kim Berry
 John T. Blair
 Robert Bozard
 Darlene Brown
 Steve Cauffiel
 Becky Clifton
 Frederick Cole
 Faye Curl
 Matt Doscher
 Micheal S. East
 Genny Formato
 Pamela Gregg
 Sandy Hall
 Ronald "Ron" Hartman
 Missy Hespenshede
 Zelda Lang
 Tom Norris
 Ken Packard
 Felicia Saddler
 Nancy Soscia
 Neil Sugermeyer
 Ken Talley
 Jim Villers
 Robinson "Bob" Watson
 Sheila Young

DOWN THE ROAD

Other Regional and Local Events

ATLANTIC SHORES DAILY COMMUNITY CAR PARADE

Every day at 3 pm - antique vehicles welcome to join the parade so that the residents can see some cool cars go by.

Sunshine Report

Our thoughts & prayers go out to the following members:

Frank Lee Lagana, Sr., 88, a fifty-year TRAACA member and long-time friend, passed away on Saturday, November 7th. Self proclaimed as 'Frank the Crank,' Frank was an active participant in club shows, tours, and outings, most recently in his 1990 Ford Ranger XLT pickup.

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

Welcome to Our New Members!

None this month



Dwight Schaubach's 1957 Chevrolet 210 Resto Mod—every facet of it was built to Dwight's specifications



Let's Give Them a Reason to Stay

Wayne Tuck 2019
Vice President - Membership

(Reprinted with permission from *Rummage Box* Winter 2020)

AACA signs up literally thousands of new members every year. I have spent much of my time over the past few years as VP-Membership encouraging our members at both the region and national level to do more recruiting. You have done exactly that. In fact, you have done even more than I should have expected. For that, please accept my sincere thanks and please continue to do the same. (Maybe even more?) Now with thousands of new members signed up every year wouldn't you think our membership totals should be growing? Sadly, that is not the case. More members fail to renew their memberships every year than new members signed up. Yes, we lose some from age, deaths, disabilities and the like. This is normal attrition. There isn't much we can do about that. Why do so many members sign up, stay a year or two and then decide not to renew their membership? We didn't give them a reason to stay! New members join for various reasons. Some join for the social aspects such as friendship, fellowship and human contact. Others like to drive their cars with a group. Some even seek technical information and a network of service providers. Some want to lead and be a part of the club leadership corps. Whatever the reason, AACA has the ability to provide it. Retaining our current members is just as important as recruiting new ones. Does someone call a member that hasn't shown up for a couple of meetings? Do we communicate well with our new members? Do we show them we are interested in their wants and needs? Does our club provide the activities that are needed to keep everyone's interest? These are all questions we should be asking ourselves. The answer is easy. Yes, AACA can provide all of the activities and services any member could want. Moving forward, membership retention should be put near the top of our club's priority list. Let's make sure we give every single one of our members good reasons to stay.



1931 Pierce-Arrow Series 42 Dual Cowl Phaeton in the Pierce-Arrow Museum at the Gilmore Car Museum in Hickory Corners, MI. Read the article about the museum on Pages 7—10.



AACA Calendar of Events

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

FEBRUARY 2021

11-13 AACA Annual Convention
Philadelphia, PA

MARCH 2021

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

19 Special Grand Nationals
San Juan, Puerto Rico

APRIL 2021

8-10 AACA SE Spring Nationals
Concord, NC

19-22 AACA SE Divisional Tour
Central Florida

MAY 2021

6-8 AACA Central Spring Nat'ls
Auburn, IN

20-25 AACA Founders Tour
Davis, WV

JUNE 2021

2-5 Eastern Divisional Tour
Eastern Shore Region &
Bay County Region

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

JULY 2021

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

22-24 AACA Grand Nationals
New Ulm, MN

AUGUST 2021

13-14 AACA Western Fall Nationals
Loveland, CO

SEPTEMBER 2021

9-11 Southeastern Fall Nat'ls
Greenville, SC

12-17 Revival AAA Glidden Tour
Saratoga Springs, NY



EDITOR'S DESK

Doug Grosz and Ken Packard
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Remember—we are still looking for 2021's co-editor!

If interested, send an email to:
traaca.mudflap@gmail.com

Well then! If 2020 had a gravestone, I think the epitaph would be, "Not What We Were Expecting". It has been an honor to co-edit your Mudflap this year, and it has been a lot of fun, but it wasn't what I expected! When I went to the tour of Dwight Schaubach's shop, I wasn't expecting it to be the last TRAACA event of the year I would be able to go to!

I would love to continue in the job as co-editor, but as I've shared before, the Navy has different plans. I'll remain a member of the Tidewater Region, but I'll have about 7 months of intensive training, starting in the spring, before I go to my next posting. Certainly won't be any time for this hobby during those months, but I look forward to reading about the exploits of the club while I'm away.

What has become apparent is that my family will end up in the Norfolk area for about the next 18 months, and I'm hopeful that I can make it to a few events next fall and winter, with the car and family.

There have been upsides and downsides of the pandemic. Thinking of what I'm thankful for over Thanksgiving led to a lot! Not all inclusive, but for this column, I've been able to spend a lot of quality time with my family when teleworking, spent a lot of



Freshly painted engine, back in the frame finally!

time in the shop, and accomplished a ton on the old Packard—it runs great now! I'm also thankful to TRAACA—Pat Locke, Andy Ott, and Doug and Bill Grosz have all greatly contributed to the efforts to work on my car this year.

There is another upside which I'm certain my wife lists as a downside— getting parts for future projects.



My new to me Willys 226 Super Hurricane

I plan to perform a full, body-off AACA style restoration on a Willys pickup in the future, after I'm done with the Navy. In pursuit of that goal, I've recently started acquiring parts, and even get to drive to West Virginia to pickup a complete, fully disassembled 226 L head Hurricane Six. That engine will be rebuilt, using a few spare parts from another recently acquired engine, and will be the anchor of a 1954 Willys 4x4 pickup waiting for me back home.

Farewell as your co-editor, happy holiday, and I hope to see you all soon!

Ken



3.5 months after pulling for a few weeks, the front clip is back on!



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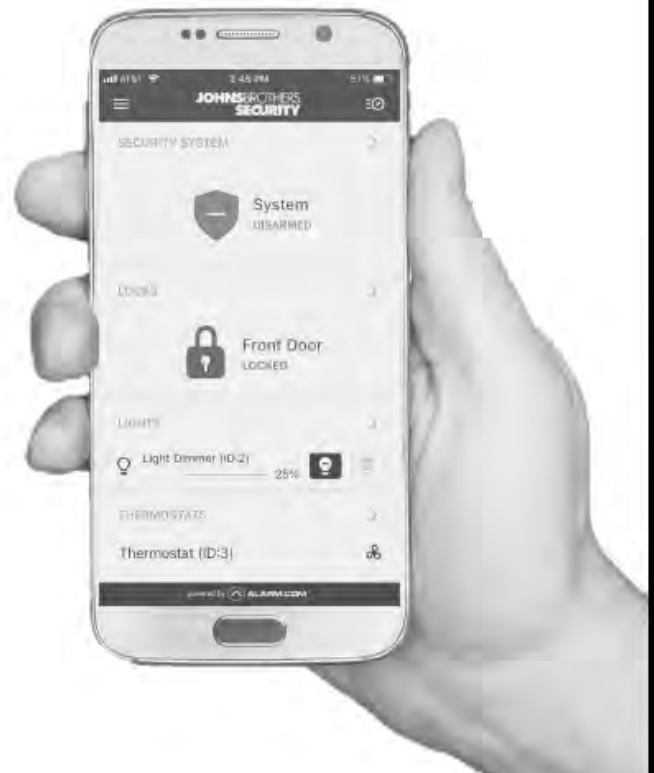
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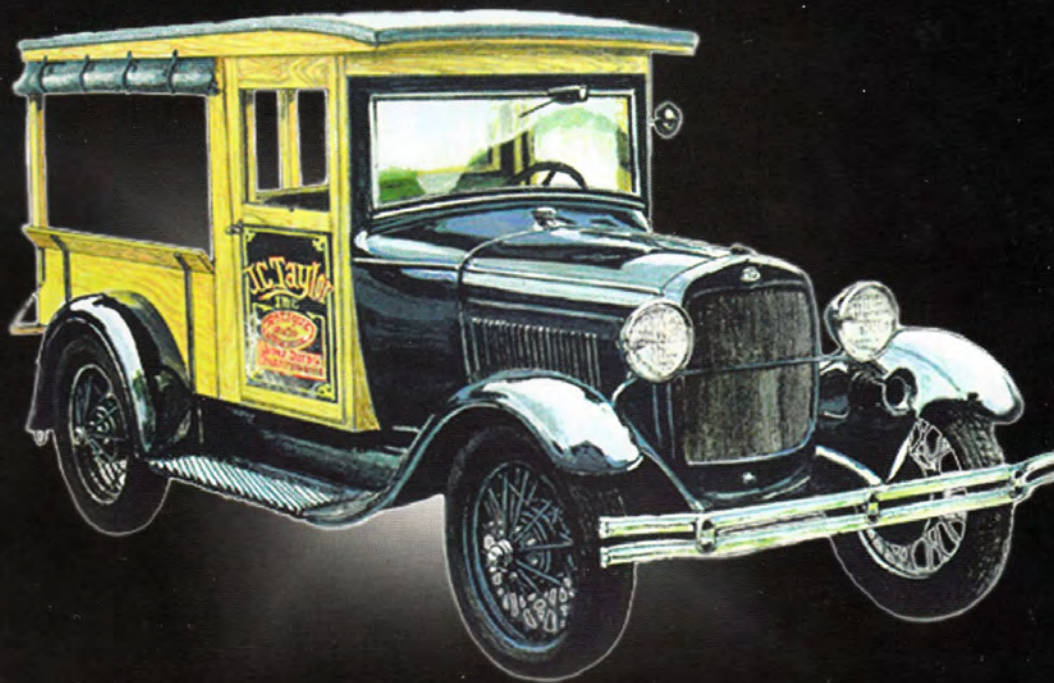
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(L-R) 1930 Packard Custom 740 Roadster & 1930 Packard 734 Speedster Sedan at the CCCA Museum at the Gilmore Car Museum