

The Mudflap



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

Volume 57, Issue 5

May 2013



PAGODA PASSION! - Bob and Gale Hyatt's silver and red 1970 Mercedes Benz 280SL 'Pagoda' roadster is the realization of a long-time dream. Read up on the history of this magnificent machine on page 9.

Tidewater Wins ODMA Award!

With a whopping 20 cars in the show and so many judges that they just quit counting, TRAACA handily brought home the Old Dominion trophy for the second year in a row! This was doubly impressive, since our usual biggest rival is Richmond Region which is situated less than an hour away.

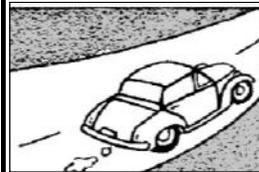
Held March 3rd and 4th by the Historic Fredericksburg Region, the meet featured Ken and Barbara Tally's 1929 Buick (ODMA Best in Show last year) parked out in front. Some early morning clouds and faint drizzle gave way to a perfect, sunny day.

One unhappy side note was a hit-and-run driver in a big rig who smashed Kathy Kellam's 1931 Auburn's trunk into the body on the trip to the meet. That was compounded by mechanical issues that forced her to be trailered home.



Pretty much all of the TRAACA folks received the awards they were going for, and John and Lynn Heimerl's magnificent 1935 Chrysler Imperial received the special Best Chrysler Award.

A full list will be provided as soon as it is available. And thanks to the Historic Fredericksburg Region for a great show!



DOWN THE ROAD

Check local.aaca.org/tidewater for the latest info on upcoming events!

May

- 4 ODMA Meet (Fredericksburg)
- 7 May Board Meeting
- 16 May Dinner Meeting
- 18 Square Car Tour

June

- 5 TRAACA Board Meeting
- 8 TRAACA Car Show at Westminster Canterbury on the Bay (Rain Date 6/22)
- 12- AACA Western Tour (CO)
- 15 Tour of Nauticus and USS Wisconsin
- 20 TRAACA Dinner Meeting
- 27-29 AACA Grand National Meet (IL)

July

- 13 - TRAACA Ice Cream Social (Ken & Barbara Talley's)
- 4-19 AACA Vintage Tour (MD)
- 18 - TRAACA Dinner Meeting

A calendar of AACA National events is provided on page 11.

From the Driver's Seat

Wes Neal
TRAACA President



"Be like a spring flower and turn your face to the sun."- Kahlil Gibran. That is how I felt Saturday April 20th on our Spring Tour. I put the top down, bundled up, turned on the heat, and enjoyed the drive with my face in the sun. Virginia has some of the best Scenic Highways, and a terrific Virginia Scenic Highway Map that shows them all. Dick and Richard did a wonderful job planning this tour to take in several of Virginia's scenic by-ways with early spring blooms along the rolling hills and curves through small towns to Monticello. What a great drive! I hope all of you can take advantage of the spring weather with your antiques, and enjoy one of them this season.

Communications: Spring is also the time for change, and it is sad to see the Cavalier Garage change as it moves from its spot since 1956. We have enjoyed Jody Dudley's hospitality over the years with our Cars and even the recent tour this year to his facility behind the Cavalier on the Hill. We wish Jody and his team new success at their new location on 1780 Virginia Beach Blvd near the Ocean Front, and look forward to seeing them all there soon.

Activities: Charlotte AACA Southeaster Spring Meet, and our Spring Tour to Monticello were the main activities in April. By the time you get this we, will be focused on ODMA on May 3-4 in Fredericksburg, and then our Square Car Tour on May 18th. Hope to see you and your beautiful machines at both activities.

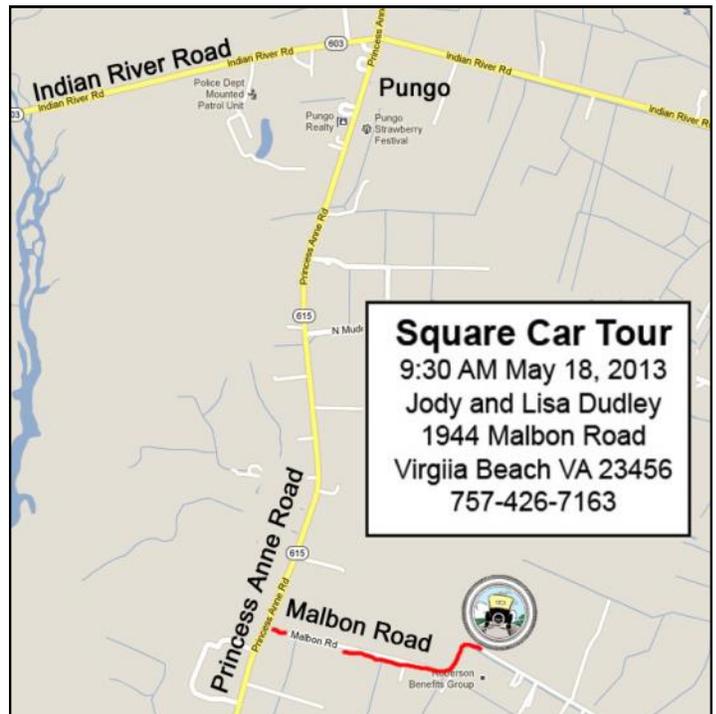
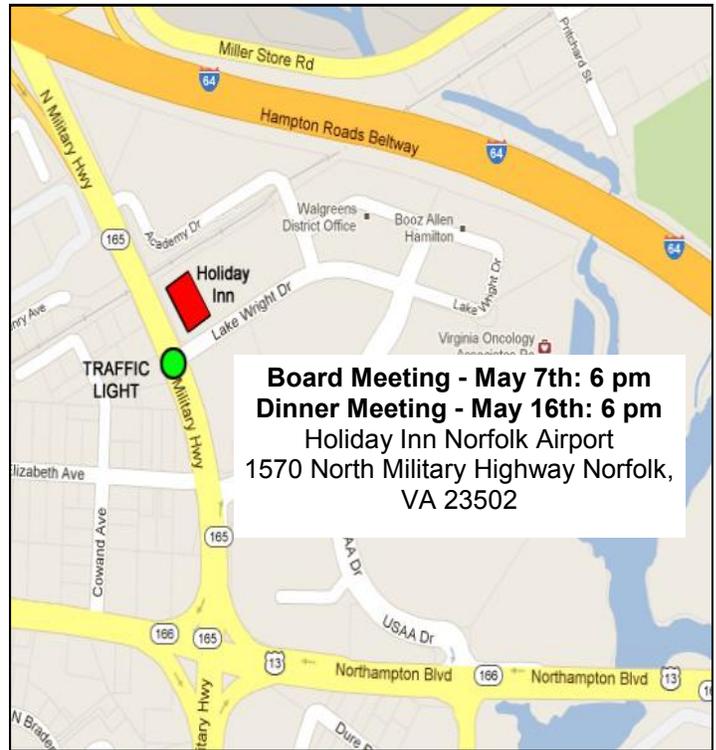
Restaurant: We had one of our best dinner meetings in April with David Hunt from the Aviation Museum as our speaker. TRAACA and the Aviation Museum make wonderful partners, and as they grow it can only help our club. Our new dinner venue keeps surpassing our needs as, we continue to tweak the food menu. We had one of our largest monthly dinner attendances in April, and will apply some better food delivery practices in May for an even better enjoyment for all. Also for May, the Holiday Inn will provide a special parking area for our Antiques – so please drive one of your pride and joys to our next Dinner meeting. In May, those that drive an antique will get to go first in the food line! Thanks to Marian and her team for making these dinners happen.

Society: Jim with Scott's assistance completed our Club Roster, with the membership list being sent to AACA. This roster information was pulled together from the membership sheets you submitted several months ago. However, the printing and distribution of the roster can be one of our clubs biggest expenses. Like the Mud Flap an electronic version can be emailed to you that substantially reduces the costs of getting the Club Roster to our members.

The electronic version will be in a protected PDF form, and will be marked "Not for Commercial" use. This roster will not have access from the internet or be posted on the TRAACA Web site. I was able to add mine to my PC home page and iPhone for easy access. However, should you have any security issues of your information, please contact me. We will have several printed copies at the next dinner meeting for those that want one.

Wes Neal

Maps for the Month



THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America, published monthly.
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Editor's Corner

By Bob Stein

"They sure don't build 'em like they used to." And boy, am I glad of that! Don't get me wrong - I love my old cars, and those everyone else has. But how many of the folks that utter that common phrase remember cleaning and adjusting ignition systems, or replacing spark plugs every 15,000 miles? Tires that lasted 10,000 miles, and carburetors that needed tweaking?

The REAL issue here is that some of US don't always remember those things either, and our cars demand that kind of service! Modern cars are like appliances - we just turn them on and go. When you drive a modern sedan where the total maintenance requirement is changing plugs every 100K miles, it's easy to forget your favorite antique tour car has 50 grease fittings and ignition points that need to be checked.

On a recent tour, one member discovered his car required external greasing of the rear axle bearings. Unfortunately, he discovered it in the form of a bearing giving out. Another started losing power on the way to the Old Dominion Meet - the points were giving out. And lest we forget the small stuff, a certain newsletter editor who shall remain nameless discovered that the air cleaner of his car was black with dirt.

There is a quick and easy solution to this problem. Pull out that owner's manual and READ it! Most of our old car manuals provide maintenance instructions, lubrication charts, and various specifications. That lubrication chart is probably the single most important item, even when you 'know' what you are doing.

The 1951 Studebaker I've owned for a decade was getting hard to steer despite regular greasing of the king pins and tie rod ends. I thought I might have some steering box issues, but discovered that there was a central pivot arm for the control arm that had a long-overlooked grease fitting. A few strokes of the grease gun and the problem was solved.

Bob Stein

2013 TRAACA Officers & Board

President - Wes Neal

Email: wes.neal@cox.net

Vice President - Jim Villers

Email: 190sljim@cox.net

Secretary - Tony Scarpelli

Treasurer - Chris (Kit) Lawrence

Board - Dick Chipchak

Board - John Heimerl

Board - Marion McAlpine

Board —Skip Patnode

President Emeritus—Bob Stein

Visit us on the Internet at:

local.aaca.org/tidewater!

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CHARLOTTE!

As usual, TRAACA was well represented April 3-6 at the Annual Charlotte Auto Fair and national show put on by the Hornet's Nest Region in NC. Rain kept everyone off the field Thursday, but Friday turned nice and Saturday was perfect. Spotted wandering around the area were Rad and Marge Tillett, Leslie McGinn, and Bob Powell, while Dan Ciccone (who also judged), Frank Lagana, and Tyler Gimbert set up shop in the Green Field. Everyone from TRAACA got the award they were going for!

On the show field, Mark and Marian McAlpine got a First Junior for their 1970 Chevelle SS 396 and also judged, William Treadwell received a First Junior for his 1969 Camaro convertible, Jim and Donna Elliott got a Senior for their 1982 Corvette for a senior (Jim judged), Bob and Dot Parrish got the Senior for their 1966 Chevelle SS 396 (Bob Judged), Mickey and Tony McChesney received the HPOF Original award for their 1984 Oldsmobile coupe (Mickey judged), Kit and Betty Laurence got a repeat preservation for their 1937 Dodge wagon, Robert and Gale Hyatt got a repeat preservation for their 1970 Mercedes 280SL, Gary Terwilliger received an HPOF for his 1967 Jaguar XKE, Robert McInnich received a repeat Original HPOF certification for his 1986 Mercedes, and Don and Bonita Whitlow got a repeat preservation for their 1964 Ford Thunderbolt.

Also serving as judges were Terry and Sue Bond, Neil Sugermeyer, Kathy Kellam, Tony Scarpelli, Bob and Sylvia Roughton, and Bob Stein. And last, but certainly not least, AACA National President and TRAACA Member Tom Cox was on hand to greet show entrants and hand out dash plaques. Thanks to the Hornet's Nest Region for another great event, and thanks to all of the TRAACA folks who participated!

2013 TRAACA Spring Tour to Charlottesville

By Bob Stein

Beautiful weather and a relaxed pace highlighted the 2013 TRAACA Spring tour to Charlottesville. Put together by Dick Chipchack and Richard Hall, the tour rolled through back roads and little-known highways up to Zions Crossroads, where we stopped first at our hotel.



The new Best Western facility was great, and right next to an equally new International House of Pancakes that we invaded for lunch. The first 'official' activity was a tour of Monticello, so a few of the folks took off early to scout for antique shops.

Everyone gathered back at Monticello's Visitor's Center at 4 PM, where we got a nice surprise in the form of a 1910 Franklin Model G driven by local resident Bo Hosticka. Bo knows several TRAACA members who are also Franklin owners, including John and Lynn Heimerl.



He gave a number of our participants rides in the Franklin, which might have been even more fun than the tour of Monticello! Unfortunately, Tony's Chrysler developed a strange noise that was first diagnosed as a front wheel bearing, but later turned out to be the left rear axle bearing. He and Leslie made it back to the hotel, but flatbedded the Chrysler home for repairs.

Sunday Wine Tour

Story and photos by Sally Hartman



Twelve antique car enthusiasts and 11 wines made for a fun Sunday morning at the Jefferson Vineyards near Charlottesville on April 21 during the second day of the spring tour. This historic vineyard just down the road from Monticello was first planted in 1771 after Thomas Jefferson sold land to an Italian grape grower in order to realize his dream of producing wine in Virginia. The Revolutionary War interrupted that effort, which didn't come to fruition until 1981 when Jefferson Vineyards opened as one of the first modern wineries in Virginia.

Our early morning group of wine enthusiasts sampled our way through a variety of white and red wines made from grapes grown on site. Everyone had their own favorites, and most people did not leave empty handed as they made their way to their next stops on the spring tour.

The wine crew include Jere Avenson, Holly and Dick Chipchak, Sally and Ron Hartman, Lynn and John Heimerl, Alfonso and Patrizia Ludovici, Rhonda and Tim Russell, and Bill Wilcox.





The rest of the group had an excellent dinner at Topeka Steakhouse, and returned to the hotel. Sunday events were all options, with visits available to several local Wineries. (See the sidebar story).

Participants in vintage cars included Jere Avenson and Bill Wilcox (1954 Packard), Tony Scarpelli and Leslie McGinn (1956 Chrysler), George and Betsy Keen (1962 Oldsmobile), Wes Neal (1966 Mustang), Bob Stein, Dan Ciccone and Tyler Gimbert (1967 Cougar), and John and Lynne Heimerl (1986 Corvette).

Running Modern Iron were Richard and Holly Chipchak, Richard and Sandy Hall, Alfonso and Patrizia Ludovici (who celebrated their 28th wedding anniversary on the tour), Ron and Sally Hartman, and Tim and Rhonda Russell. Many thanks to Dick and Richard for putting the tour together!

Nuts 'n' Bolts News

By Jeff Locke

On Sunday March 7th the Nuts 'n' Bolts Chapter had its first meeting of the year at the home of Pat & Jeff Locke. Attending were: President Rob Hiby, Leah Ange, Jerry Adams III, and Brad Clontz along with fathers Jerry Adams Jr. and Kevin Clontz along with Jeff & Pat Locke and new volunteer assistant John Peake.

Jeff expressed thanks to Brad Clontz for his help at the recent Swap Meet parking cars and helping to unload vendors. Then the group watched "Lest we forget", a VHS cassette made from an 1955 AACA Library 16mm film. After refreshments the group reviewed a lesson plan on front suspensions and caster, camber & toe-in/out for cars/trucks from the 40's into the 70's. Jeff's 1976 Dodge PU, which is awaiting new front sheet metal, served as the hands-on example.

The club then agreed to hold its next meeting on Sunday April 21st. This will be "Model 'T' Day" at Andy Ott's NC River House where the members will get rides in one of Andy's 'T's and then take a crack at driving the Model 'T'. All they have to do is figure out how to drive this car with three pedals, two levers on the steering column, and one floor lever for shifting...and no radio! We'll also work a little on the assembly of a model 'A' chassis. If you know of any student (s) ages 14-24 who might like to join us, have them contact Jeff Locke at 421-9028.

From the Running Board

March 5, 2013 Board Meeting Minutes

Submitted by Tony Scarpelli—Secretary

The board meeting was called to order at 6:30 pm at The Holiday Inn on Military Highway. Directors present were Wes Neal, President, Jim Villers, Vice President, Tony Scarpelli, Secretary, Kit Lawrence, Treasurer. Board members present were John Heimerl, Skip Patnode, Dick Chipchack, and Marion McAlpine. Also present were Bob and Dot Parrish, Mark McAlpine, Bill Wilcox, Frank Lagona, Dewey and Wayne Milligan and Ken Wecht.

Tony Scarpelli submitted the treasurer's report. After discussion a motion was made to approve and second. Jim Villers gave the Membership report. Every member from last year has been contacted. The list of Officers and members has been sent to the National Council.

Kit Lawrence gave the treasurer's report. Bob Parrish introduced new members Wayne Milligan and Ken Wecht. The membership table at the swap meet was very active. One perspective member has contacted the club through our website. There was a short discussion on the Nuts and Bolts Chapter.

COMMITTEE REPORTS

Activities Committee Report - Dick Chipchak explained that the calendar on the website is frequently updated. Look at the date at the bottom of the calendar to see if you have printed the latest edition. The events for the next six months were briefly reviewed.

Restaurants for future meetings - There was discussion on the upcoming St. Patrick's dinner, to include attendance, the band, and the display car area. There was a discussion on the scheduled diner speakers. This discussion also included what should the club policy be regarding paid speakers. A motion was made to make the Holiday Inn our normal meeting location. The motion was seconded and passed.

Tentatively, the First Saturday of December will be the location of the Christmas Party. The Cyprus Country Club may be too small, the party should possibly be scheduled at the Holiday Inn.

OLD BUSINESS

Swap Meet-The swap meet was financially very successful. Early figures look like a profit of about \$1200 plus the profits from the kitchen.

Annual and National Meets - On going.

Miscellaneous- Short discussion on the Annual Trophy awards, specifically the trophies themselves.

NEW BUSINESS

Car Club Council- There was a short discussion on the purpose of the Car Club Council, the issues that can hurt our hobby and our connection to the council

There being no further business, the meeting was adjourned at 8:08PM

May 26th

97th Running of The Indianapolis 500

By Dana Meadows

The first Indianapolis 500 was run on May 30, 1911 and my first experience with the race was in the summer of 1961 when I was twelve years old and found a book in my local Cincinnati, Ohio library in the new book section, titled '500 Miles to Go'. The book was a history of the '500' and I was enthralled by it. As the race is only run once a year on Memorial Day I had to wait until May 30, 1962 before I experienced an actual race by listening to the live radio broadcast.

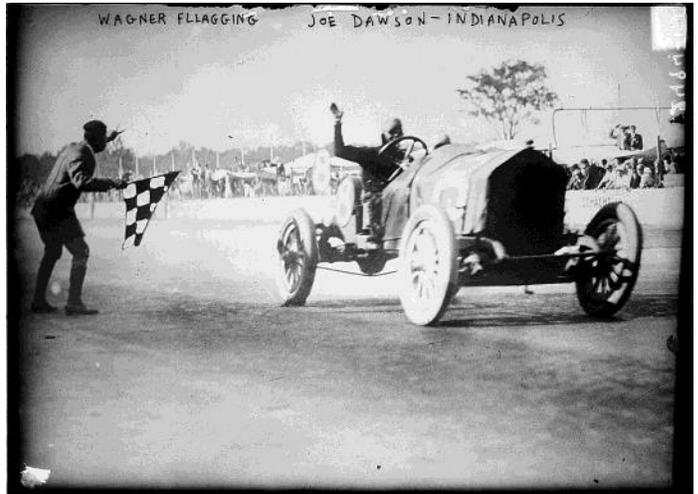
This year, 2013, marks the 52nd year in a row that I have either listened to, attended or watched the race on TV. I have seen the cars change radically over the years from the old front engine "roadsters" to the screaming rear engine "ground effects" cars of today.

The lap record at the 2 1/2 mile speedway was 150 MPH in 1962 and today it is 238 MPH! The drivers today are specialist while the drivers in 1962 were more versatile as they drove anything on wheels such as dirt racers, stock cars, sports cars and land speed record machines.

However, that doesn't mean the drivers of today are less capable than the drivers of old as the demands of today are

much greater as the modern cars speed through the turns of the speedway at over four G's! There are women drivers today and the racing is far more exciting. Last year's race saw a record number of lead changes during the 500 miles and it wasn't clear on the start of the final lap who would win and the finish was wilder than a Hollywood script!

The race this year is on Sunday, May 26 with the pre-race show beginning at 11:00 or 12:00 A.M. on ABC. Watch the race and you'll become a fan too.



1912 INDIANPOLIS 500 - Joe Dawson in a 4-cylinder National wins with an average speed of 78.719 MPH. The 2013 race is likely to be a bit faster. (Library of Congress photo)

June 15, 2013

Nauticus and USS Wisconsin Tour

We will be having a Car Show and Free tickets to Nauticus and USS Wisconsin on Sat. 6/15/13. With each Antique Car you will get 2 tickets and can visit Nauticus and USS Wisconsin. We will be able to have 12 Antique Cars in front of Nauticus, and another 36 on the side toward the park. 12 Cars in front, 4 spots remain, are from the 1930 thru 1940's

As a volunteer Tour Guide on Wisconsin I can show you the Wardroom, Officers Qtrs., Turret 1, Boiler and Fire Room, Main Street, Navigation Bridge and other areas. Our Antique Cars will be open to Public and under watch by Nauticus Security and staff.

We will show cars from 10 – 5 and all who are interested, can join us and walk to Jack Quinn's Irish Pub for early Dinner.

Note: Nauticus will advertise this event on their LARGE Outside screen from 5/13/13 thru 6/15/13 and will include our TRAACA logo and AACA logo. They will also place on Web Site and send ad to Members. An opportunity to show off our Club and get new members.

Please fill out form below ASAP and send it to: Dick Chipchak - 1536 Still Harbor Lane Virginia Beach, VA 23464.

Nauticus and USS Wisconsin Sat. 6/15/13

Name: _____

Cell Number (s): _____

Ticket Quantity: _____

Antique Car: _____

Quantity for Dinner at Jack Quinn's: _____

Blowin' Our Horns

Member Show Awards and Participation

Concourse d'Elegance Boca Raton, FL. February 24, 2013: Jim Elliott - Participant - 1928 Auburn

First Flight Cruisers 6th Annual St. Patrick's Day Car Show in Kill Devil Hills, NC on March 16th: Jeff Locke - 1987 Cadillac Allante Exotics 3rd Place

York High School Car Show - March 23, 2013: Jim Elliott - 1982 Corvette Participant, 1993 Camaro Participant

AACA Southeastern National Spring Meet, Charlotte, NC, April 3-6:

- Chris & Betty Lawrence - 1937 Dodge Station Wagon - Class 20 D - Repeat Preservation
- Don Whitlow - 1964 Ford Thunderbolt - Class 24A - Repeat Preservation
- Bob Hyatt - 1970 Mercedes 280SL - Class 25D - Preservation Award
- William Treadwell - 1969 Chevrolet Camaro Conv. - Class 27H - First Junior
- Jim & Donna Elliott - 1982 Chevrolet Corvette - Class 30C - Senior
- Bob Parrish - 1966 Chevelle SS 396 - Class 36B - Senior
- Mark & Marion McAlpine - 1970 Chevelle SS Coupe - Class 36G - First Junior
- Gary Terwilliger - 1967 Jaguar Roadster - HPOF
- Mickey & Toni McChesney - 1984 Oldsmobile Coupe - HPOF
- Dick McIninch - 1986 Mercedes-Benz - HPOF

Williamsburg British Car Show - Saturday April 13, 2013:

- Terry Bond - 1974 MG BGT - First Place
- Susan Bond - 1948 MG TC - First Place
- Robert & Gale Hyatt - 1970 Mercedes 280 SL - First Place
- Bob Stein - 1948 MG TC - Second Place

NCRS (National Corvette Restorers Society) Bowling Green, KY April 13, 2013: Jim Elliott - 1978 Corvette - Top Flight

RETURN OF THE MOVIE MOGULS

Tidewater Region members and cars turned out again April 28, 2013 to support the filming of "Miracle of the Murderers", a project film for the Regent University Cinematography school.

Frank Lagana did an encore with his 1950 Chevrolet, while Bob Stein brought his 1937 Pontiac and Tony Scarpelli provided his 1956 DeSoto. Frank and Tony's cars provided the action, zooming into a parking lot where the 1937 Pontiac was parked center stage.



***ALL IN THE FAMILY** - Susan Bond, shown here with visiting family member Cole, took home the First Place trophy for T-series MGs with her 1948 MG TC 'Eleanor'.*

Williamsburg Car Show

Tidewater Region had a big turnout at the annual Williamsburg British Car Show on April 13th and took top honors in three classes. Robert and Gale Hyatt got won the Open German class with their 1970 Mercedes 280SL, Terry Bond took the first place trophy for MGB-GTs with their 1974 MGB-GT, and Sue Bond won first place in the MG T-series class with 'Eleanor', her 1948 MG TC. Bob Stein was awarded second place in the same class for his 1949 MG TC 'Wildflower.'

Other participants included Richard and Sandy Hall in their 1948 MG TC, Dean and Claudia Giacopassi with their 1958 Lotus Seven, Boyd and Debra Swartz with their 1964 Volvo 122S, Skip Patnode with his 1967 Alfa Romeo, and Jack and Linda Pavlidis with their 1971 MGB-GT. And we had a special appearance by long-distance members Al and Sharon Mercer! It was a glorious, sunny day, perfect for rolling out the drop-top sports cars!



***MIGHTY MERCEDES** - Bob and Gale Hyatt's 1970 Mercedes Benz 280SL was awarded first place in the Open German Class. Read the feature story on their car in this issue!*



Still Collecting Stuff SCRAPS!

By Terry Bond

No, we're not talking about scrap cars! We're talking about collecting scraps.

Scrap-booking is a very popular pastime today. Did you know it has roots in the Victorian era? Before the turn of the century, it was quite a popular thing to collect small die-cut, embossed images and paste them into albums. These images were often given out as advertising items. They were included with products like washing soap, tobacco, etc. The small, cut-out images ranged from flowers to children playing, animals, and all kinds of objects from boots and shoes to buckets and shovels.



These were often quite small in size but were very colorful and beautifully done miniature works of art. Sometimes they carried advertising logos for coffee and tea, patent medicines, and the latest inventions like the typewriter. They were highly embossed and elaborately cut into the shape of the object. Most were printed in Germany. Today, the process used to produce them would make them very expensive, but in their day, they cost mere pennies, if anything.

Take a good look on Ebay, searching for "Victorian scrap" and you'll find everything from complete old albums to individual items. They are not terribly expensive and the variety of them is endless! Paper and advertising shows offer great selections at modest prices, and stamp and coin shows seem to be another decent source.

As always though, condition is everything. Many of them were collected by gluing them into albums. If not carefully removed, they will have some damage to the backside, and some of the very acidic paper used in those albums cause discoloring to the images.

So what's this got to do with collecting automobilia? Well – everything! I've got a collection of "scraps" featuring automobiles. They are beautiful! And, they are hard to find!



The era of scrapbooking faded as quickly as the youth of the day found other forms of entertainment and moved from vinyl records to the IPOD. By the early 1900s, "scraps" began to disappear from the scene, being replaced with other forms of entertainment, like the record player, player piano, etc. That's just about the time the automobile began to appear, so there was very little overlap, and the result was, darned few "scraps" depicting automobiles exist. It was much more common to see scraps depicting horse and carriage scenes than it was automobiles.

Still, a few managed to appear. I've been lucky enough to find some really nice ones. Like everything else, there are modern reproductions. There are a few greeting cards and dinner table place markers being reproduced in the style of the Victorian Scrap. Telling a modern reprint is easy once you've seen the real thing.



The modern pieces have lower quality printing, the colors are often washed out, and the embossing (if any) is not as boldly done as it is on the old ones. Anyway, at the price they usually make (only a few dollars for the best) you'll not likely get stung if you end up with a repro.

Enjoy the pictures and enjoy collecting!

Terry Bond



Pagoda Passion: a Brief History

By Bob Hyatt

This 280SL (Pagoda) W113, left the Daimler-Benz factory in Sindelfingen, a suburb town of Stuttgart, West Germany (as it was known then) on 11 February 1970 (under purchase order number 0 247 0171) with destination of delivery to the Daimler-Benz Reutlingen Branch. At which time Herr Leo Kac, of Balingen, a Gastronom (Chef) contracted with Daimler-Benz as the car's original first owner.

He titled the car with license plate number BL-K-880. He only kept the car two months as an investment to then sell to Dr. John Horst, of Ledreinger, a Professorenhaft Arztlich (a German medical doctor). Dr. Horst titled the SL on 13 April

1970 with same transferred license plate number, and proudly owned the car for the next seven years.

On 13 December 1977 Dr. Horst sold the SL to Herr Ingo Loffler, of Trossingen, a Diplomiert Musiklehrer (certified German music conductor). The car was re-titled under license plate number TUT-AD-87. He too owned and drove the SL for another seven years. Then on 9 August 1983 the SL left German title (Kraftfahrzeugbrief) and was brokered by Herr John Simon, of Jedelhausen, and sold to Mr. John Paul Berry, an American citizen living and working for US Army in Europe as a civilian employee, for the price of 23,000 Deutsch Marks (approx. 3 DM to the dollar at that time).

Mr. Berry visited with the third owner, Herr Loffler at his home and got a tour of his 4-car garage, filled with all classics. Mr. Berry said, "His everyday Mercedes sedan was parked out in the rain. He told me that he had to sell the 280SL to me because his wife would not let him build a bigger garage (he had just bought a 1930 Jaguar classic).

From all appearances, music conductors either get fantastic pay in Germany or He had a very profitable side business". Immediately, Mr. Berry had Herr Simon recondition the SL before he took delivery on 8 October 1983. This came work came to a total of 9898.79 Deutsch Marks. John did not really know how many miles were on the car when bought.

He stated "When I bought it in 1983, it had 92,000 km. Today (2 February 2002, it has 6000 km. Therefore, in the last 19 years, it has been driven 14,000 km on sunny Sundays. The most probable total mileage is 106,000 km. I have to stress that I do not know how many times the odometer has cycled. The total mileage could be any

THE DETAILS

Identification number 113.044-9-015779, body number 113-004-10-00-604, colour (body paintwork code - silver grey metallic) #180, colour (hardtop paintwork code - silver grey metallic) #180, upholstery type/colour #242 (leather/red #3000), Tauschaggregat (engine block number) 130.983-10-005917, option #s 248, 345, 401, 416, 422, 431, 462, 515, 531, 600, & 740 (heated rear window pane – compound glass, additional halogen fog lamps, single seats, hardtop, power assist steering, safety belts front left and right, rear fog lamp, Becker radio set 'Europa BCFM', automatic antenna, garnish moldings on hardtop, folding top fabric- black #9001).

multiple of 100,000 plus 6000 km. However, knowing the way Germans respect and take care of their autos, along with their “short drives” driving habits, and that this car is a “Sunday” type car, and not a everyday driver, in all likelihood the km’s are correct, one cycle of odometer”. Also, according the Mr. Berry, during those years in Germany, all maintenance on the SL was done by Daimler-Benz.

During John and wife, Wilma’s remaining time in West Germany (thru October 1986) they continued to have the SL restored and repaired by Daimler-Benz Aktiengesellschaft. Heidelberg, to the car’s pristine times. All along knowing that John would be shipping this car to the United States for their continued driving pleasure.

The car left Heidelberg on 31 October 1986 in route to Hamburg, and then on to the United States via Heuttinger Moving Company and arriving in the port of Baltimore, MD on 16 November 1986. Once at the port, auto conversion had to be made for EPA and DOT. B & B Imports, specializing in Mercedes, Porsche, and BMW was the importer of record and did the conversion. Mileage of the car at this time was 156,878 Km (97,440 miles). The SL was titled in Maryland until 1991, at which time the Berry’s moved to Virginia.

By this time John and Wilma, now being a members of MBCA, enjoyed taking the SL to many Virginia Section functions and maintaining the car to it’s up most until time they decided to sell the car.

On 13 July 2002, Robert and Gale Hyatt became the fourth owners of this car at a cost of \$16,000. Robert had the car shipped to his home in Florida where he and Gale, started a love affair with the car. It was their dream car and Bob wanted to restore it to the like new look again, just as John did back in 1983.



The 2778cc 6-cylinder engine produces 170 horsepower. Each engine was bench-tested for two hours before being fitted.

Bob and Gale also lived in West Germany during the late 1980s and had the good fortune to own a R107 (1985 280SL) while living there. However, Bob always thought the W113 Pagoda would be the more classic car in time to own.

He had two chances to bring such a dream car home to the states but passed them up. So when he heard that John was selling his SL, Bob jumped at the chance to buy it, of course knowing how well John took care of it over the years, and also



The elegant interior of the Mercedes features red leather and extensive wood trim. Bob refinished the wood himself.

knowing it was a rare European spec car equipped with a stick shift 4 speed manual transmission and a rear kinder seat.

For the past 6 years Bob has painstakingly been restoring this Pagoda alone. He names the car BCW (Booze and Cheap Women). He says I’d rather be spending my money on this car then on booze and cheap women. This car is his retirement project. From tune-ups to changing out tarnished screws, nuts, bolts, clamps, to replacing all the rubber belts, hoses, and seals, to re-coring the radiator, replacing the starter and battery, to adding a new set of vintage 185 H 14 tires, to replacing all the brake components, to rebuilding the power steering pump, to finding a period correct Becker radio, even having the clock repaired, replacing the folding top and the trunk pad, and to replacing the interior leathers.

All this hard work has paid off for Bob. He has started showing this Pagoda in Concourse events, such as the Pittsburgh Vintage GP, placing first, the Williamsburg Winery Colonial Vintage British Car Show, placing first twice, the Historic Sully at Chantilly Car Show, placing third twice, and numerous cruise-ins and MBCA sectional events.



Simple but roomy for a sports car - the 280SL’s pristine trunk is complete with all the correct tools and tags.

Since joining the Antique Automobile Club of America in 2011, the Pagoda has won the Senior Award at the National Fall Meet in Hershey, PA. Even having his Pagoda featured in an article in the July 2008 edition of Hemmings Motor News, as well as being the backdrop for a feature article on vintage clothing “Fall Fashion Past and Present” found in the Fall/Winter edition of Distinction. And more recently featured in the book Pagoda Style by Michael Salemi.

Bob and Gale enjoy driving to these many events. They say, “the fun of doing car shows is the driving experience to and from these shows in a classic car such as the Pagoda”. The looks, the honks, the smiles, the “great car” yell you get are all part of the drive experience, and make their stewardship of this car all worth wild.

Bob and Gale are no newcomers to the Mercedes family. They have continuously owned Mercedes-Benz since those days in Germany. They have owned 190s (D and E), 300E sedans, a 280SL (R107) and currently own, along with the Pagoda, a C300 Sport, and a SLK Kompressor.

Bob retired from the Corps of Engineers, New York, as the Director of Real Estate Operations. He saw 9/11 firsthand, which promptly led him to decide to retire. Gale was also affected by the events of 9/11. She was a flight attendant in the air on that day in September.

She suddenly had no desire to fly again. So they moved to Tampa, Florida to start retirement, just in time for their dream car to come along. This car has been great therapy for the both of them. Today they are back in Virginia, living in Williamsburg, where Bob is a teaching tennis pro and coach, and Gale is one of his students. With an only grandson, indications are that the Pagoda will stay in the family for his use in years to come.

AACA NATIONAL EVENTS CALENDAR

MAY

- 4—ODMA Meet (Fredericksburg)
- 5-10—AACA Founders Tour (AL/TN)
- 9-11—AACA Central Spring Meet (IN)
- 30-JUN 1—AACA Eastern Spring Meet (PA)

JUNE

- 12-14—AACA Western Tour (CO)
- 27-29—AACA Grand National Meet (IL)

JULY

- 14-19—AACA Vintage Tour (MD)
- 25-27—AACA Central Fall Meet (TN)

AUGUST

- 18-21—AACA Southeastern Tour (NC)

SEPTEMBER

- 8-13—AACA Revival Glidden Tour (TN)
- 19-21—AACA Southeastern Fall Meet (TN)

OCTOBER

- 9-12—Hershey/AACA Eastern Fall Meet (PA)

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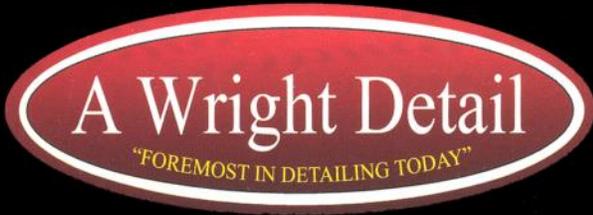
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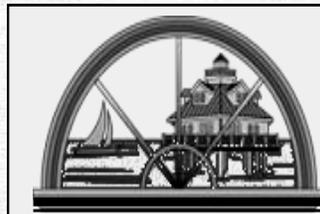
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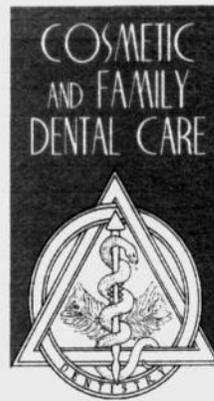
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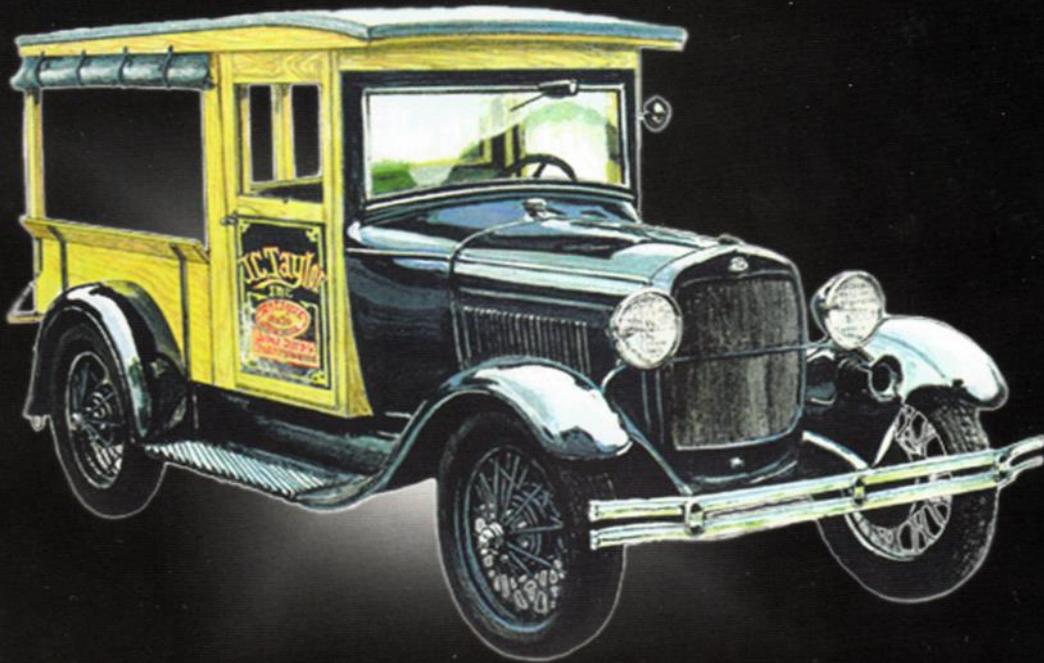
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