

The Mudflap



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

Volume 57, Issue 7

July 2013



2013 Lincoln Highway Tour Participants from TRAACA - Our region has a big contingent in the 100th anniversary tour from New York to San Francisco. The group left Tidewater on June 20th, with some folks going all the way to California and back! From left to right are: Jere and Carol Avenson; Leslie McGinn and Tony Scarpelli (front); Dick and Holly Chipchak (back); Bob Scott; Vicki and John Peters; John and Janet Woolfitt (front); Ken Talley (back); Wes Neal; Bill Wilcox; and Bob Woolfitt.

Car Display for Hope House Foundation - June 15th

“Great Gatsby” Charity Event

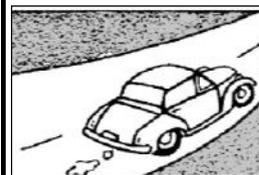
Story and photo by Sam Kern
Some of our members spent a pleasant and enjoyable evening displaying their cars in supporting the Hope House Foundation fund-raising gala at the Church Point Manor Historic Bed and Breakfast in Virginia Beach, Saturday, June 15, 2013.

There was dancing (led by some great professional dancers), plenty of delicious food, including oysters on the half shell, and lots of keen interest in our cars. But clearly the cars were the

real stars of the occasion, posing as backgrounds for many photos and eliciting much interest with many questions from the guests.

Gatsby-esque cars we had on hand were: the 1932 Oldsmobile Sport Coupe (complete with vintage golf clubs) of George Gurnee, the 1937 Chrysler Imperial of Dana and Debbie Meadows, the 1941 Lincoln Continental Coupe of Bill Wilcox, the 1929 Buick Sedan of Ken Talley, the 1937

(Continued on page 3)



**DOWN
THE
ROAD**

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

July

4-19 AACA Vintage Tour (MD)

18 TRAACA Dinner Meeting

25-27 AACA Central Fall Meet (TN)

August

3 TRAACA Ice Cream Social (Ken & Barbara Talley's)

2013 AACA National Events Calendar is provided on page 3.

From the Driver's Seat

Wes Neal
TRAACA President



And I'm proud to be an American, where at least I know I'm free. And I won't forget the men who died, who gave that right to me. ~ Lee Greenwood.

July is our month for Independence, and looking at the pictures of the TRAACA Nauticus/USS Wisconsin Car Display and Tour this inspired me to think of how our antique vehicles also play a part of this American calibration. Parades galore the antique cars are always in them. Sometimes dressed up and almost always waving American flags.

Nancy and I will be traveling to Beaver Dam, Virginia just north of Richmond and near Ashland, Va. for their 4th of July parade. We have the honor of driving the Mayor of Beaver Dam, Ms. Billie Raines. This four and one half mile parade through the piedmont roads of Virginia should be a wouderful drive and Americana at its finest.

I think we will take the 1966 Mustang Convertible as it fits Billie's personality and the American spirit. This is a tough month on the president's message as I am focusing on going on a section of the Lincoln Highway Tour, getting my car ready and serviced, which takes me away from some of our Club Activities and Events. But I'm sure all of us that tour will have lots to tell and share with you in the coming months.

From a **Communications** standpoint, the Mud Flap, Mud Speck, and TRAACA Web deserve a salute too. Again, outstanding work from Bob and the many that contributed their stories and pictures each month. If you have at story, please let Bob know.

On the **Activity** front, what promised to be a very busy June and July slowed up some with the Westminster-Canterbury on the Bay 2nd Annual Concours d'Elegance Show being canceled due to our first Tropical Storm, and the Ice-cream Social being moved to August. But, what about that event at Nauticus? Thank you Dick for that effort and hard work. Make sure you check our TRAACA calendar on our Web site - <http://local.aaca.org/tidewater/index.html> to keep up to date too on all of our latest events.

Speaking of Schedules, we have a nice dinner planned for this month at the Holiday Inn - Norfolk Airport, so I look forward to seeing you then. Don't forget to bring one of your Cars to this **Restaurant** event for special parking and 1st in line to eat. From our Club's **Society** standpoint we continue to add new members and of course their cars too. We all look forward to seeing them at our next event, activity, dinner, or outing. So drive safe, and see you soon!

Wes Neal

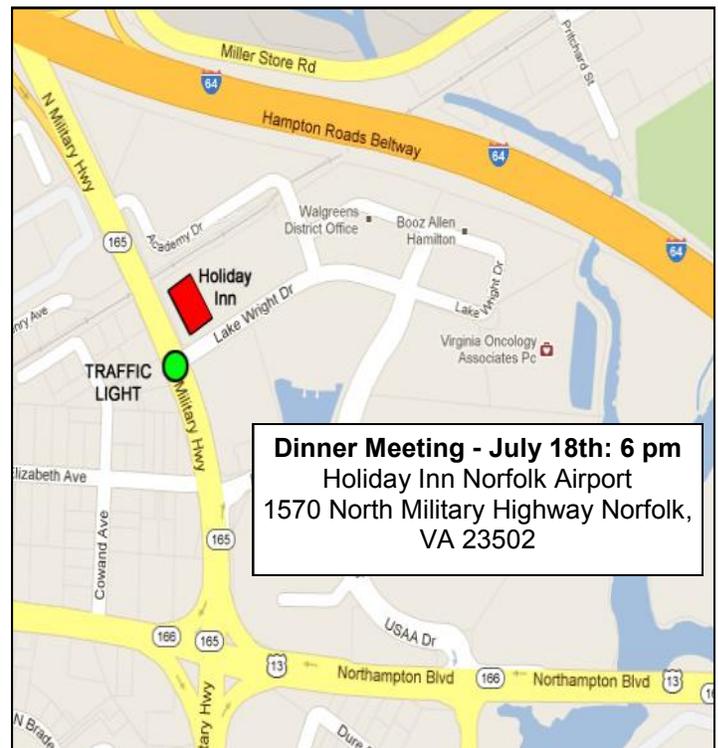
August 3rd and the Talley's!



Mark Saturday, August 3 for our Ice cream social and mini car show! We will meet at the Talley's around 1:00 for desserts and Ice cream. PLEASE call Barbara at (421-7534 home) (cell 621-1004) and let her know what you plan to bring, beverages will be provided.

Plan to drive your old car and weather permitting, we will have room to park on the grass in the back yard and pasture. If you drive modern we will have parking for modern cars in front of the

Map for the Month



Dinner Meeting - July 18th: 6 pm
Holiday Inn Norfolk Airport
1570 North Military Highway Norfolk,
VA 23502

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

HELP! I need articles! You might not have noticed, but if it weren't for a few folks like Bruce Sedel and Terry Bond, the Mudflap would be a very empty publication. There is no backlog of material to use, and between my full-time job and lots of other responsibilities, I really don't have time to write a lot myself.

What are we looking for? Articles on your current or favorite antique vehicle, restoration tips, reports on club activities, or even interesting events taking place within other clubs or groups that relate to the hobby.

In this issue, Bruce tells us about how he ended up buying his 1949 Packard. Some of you have great stories connected with the car you have now - why did you buy it? How did you find it? What did you have to do to it?

All I need are some photos and your best effort writing things down. I'll polish the article for you and send it back for approval. But I need to have SOMETHING to work with!!

Bob Stein

TRAACA Members in the Spotlight

AACA Mid-West National Meet - Auburn, IN: (5/11)

- Jeff Locke - Repeat Preservation- 1977 Demm Smily

Relay For Life Car Show Gloucester, VA: (5/25)

- Jeff Locke - Top 25 Award - 1987 Cadillac Al-lante

AACA Eastern Div National Meet - Carlisle, PA (6/1)

- Jeff Locke - 3rd Junior - 1985 Cadillac Fleetwood

AACA Grand National - Moline IL (6/29)

- Mark and Sue Strang - Senior Grand National - 1953 MG TD.
- Jim and Donna Elliott - First Gran National - 1966 Corvair
- Al and Sharon Mercer - Repeat Senior Grand National - 1922 Mercer Raceabout
- Jef Locke - Repeat Senior Grand national - 1977 Demm Smiley

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AACA NATIONAL EVENTS 2013 CALENDAR

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)

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!

From the Running Board

May 7, 2013 Board Meeting Minutes

Submitted by Tony Scarpelli—Secretary

The board meeting was called to order at 6:00 pm at The Holiday Inn on Military Highway. Directors present were Wes Neal, President, Jim Villers, Vice President, Tony Scarpelli, Secretary, Kit Laurence, Treasurer, Bob Stein past board president. Board members present were John Heimerl, Skip Patnode, and Dick Chipchack. Also present were Ken and Barbara Talley, Mark McAlpine, Bill Wilcox, Frank Lagona,

Wes Neal submitted the Secretaries report. A motion was made to approve and second. Kit Laurence submitted the treasurer's report.

COMMITTEE REPORTS

Communications:

The Mudflap received an award from Old Cars Weekly magazine for 2012. Neal and Marty Sugermeyer were editors. Jim Villers will investigate if this magazine is still getting a monthly copy now that we are electronic. The latest edition of the events calendar in the TRAACA website is dated May 5th at the bottom of the page. Upcoming events were discussed.

Activities:

Activities Committee Report - Dick Chipchak again stated 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.

- Square Car Tour – May 18th.
- Westminster Canterbury car show – June 8th. Wes Neal is the point of contact.
- Nauticus car show – June 15th. Dick Chipchak is the point of contact.
- Atlantic Shores car show – August 11th.

Restaurants:

April Dinner Meeting - Mark McAlpine will look into pricing at the last dinner meeting, to include adjustments for members who did not get a full meal. Parking spaces will be reserved for antique cars at future meetings by the Holiday Inn. A motion was made and seconded to give the April guest speaker, David Hunt, a \$50 gift card because he was not served his meal until after the meeting was over.

There was a brief discussion matching diner reservation given to the Holiday Inn with actual numbers of members who show for the diner. The biggest problem is members who do not RSVP and then show for the diner.

Thomas Jefferson Impersonator as a speaker – it was decided not to pay any dinner Speakers at this time.

Society:

New Member Packet - Wes asked if new members get a packet. A packet could be put together either in paper or electronically

2013 Roster – Will be available electronically or in paper next week.

Sunshine report – The board will look into creating an “Eternal Garage” on our website for members who have passed.

OLD BUSINESS

Dinner Attendance Trophy - Will be retired

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Nuts and Bolts Chapter – After discussion, it was decided that Jeff Locke will be notified that TRAACA can no longer sponsor the Nuts and Bolts Chapter while they are delinquent in dues and administrative paperwork with the national board..

NEW BUSINESS

None

There being no further business, the meeting was adjourned at 7:30PM

*Respectfully submitted,
Anthony Scarpelli, Secretary*



TRAACA Hope House Display - Members' cars on display at the Church Point Manor Historic Bed and Breakfast.

GREAT GATSBY EVENT (Continued from Page 1)

PV51 4dr Volvo of Bob and Linda Pellerin and Sam Kern's 1925 Franklin Sedan. The cars, displayed along the drive around the B&B, drew lots of interest and attention. George Gurnee and the Pellerins came attired in period attire.

The Hope House Foundation is the only organization in Virginia that supports adults with intellectual and developmental disabilities exclusively in their own homes. Hope House believes that each person is a masterpiece – a unique individual with hopes, dreams, and talents to be shared with our community. Hope House strives to make their lives both meaningful and as independent as possible.

Our cars contributed a lot to making the event a memorable experience for everyone in attendance. Many thanks to the members who shared their vintage cars with the Hope House Foundation at this important event.



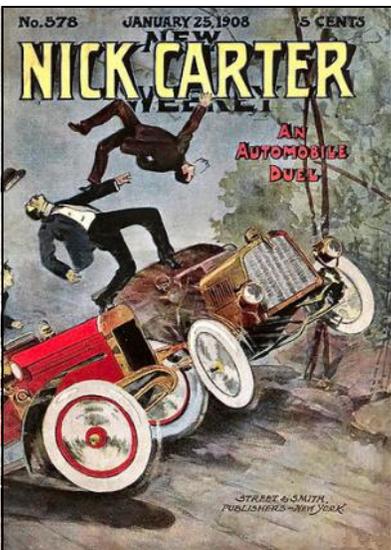
Still Collecting Stuff Auto Adventures!

By Terry Bond

Have you got the idea yet that there are hundreds of different things you can collect related to the automobile? Of course, I'm especially fond of items from the earliest days of motoring, when the automobile was still a novelty. So much great stuff was produced in the early 1900s it provides collectors with endless possibilities.

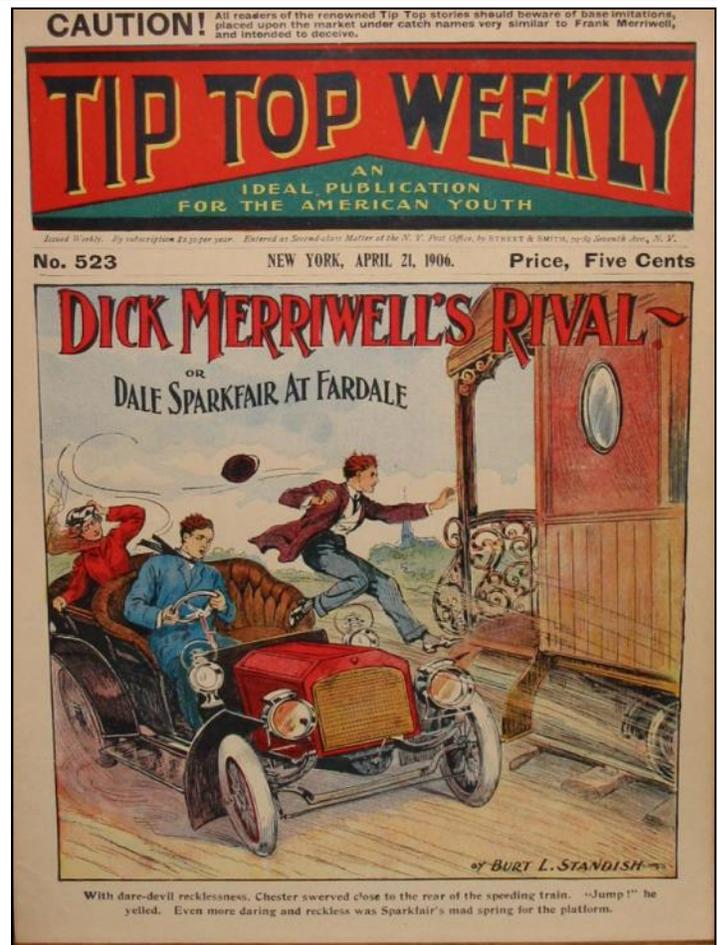
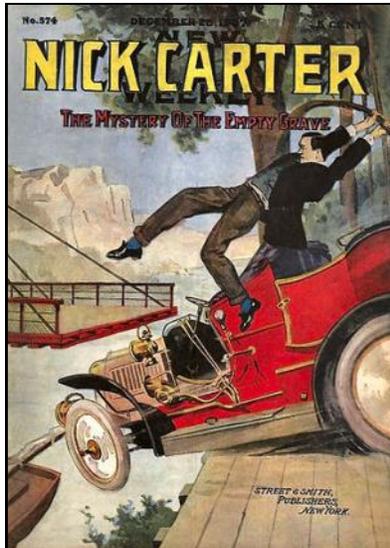
The earliest automobiles were fascinating to the youth of that era. Much like today's youth is seriously into any technology, it was no different at the turn of the century. The automobile created great interest and was the source for countless things produced for youngsters – and not just toys either.

Over the next couple of columns I'll look at some youth oriented automobilia. It fits into several categories, but one I'm fascinated with is the printed word. For youth of the day, the adventures of Nick Carter, Dick Merriweather, Fred Fearnot and many other comic book characters were snapped up quickly and read over and over again.



fancy limousines. Not all issues included automobiles, however. It was much more common to see these comic book heroes playing football or baseball, or boating or bicycle riding.

They are quite scarce and, to make collecting even

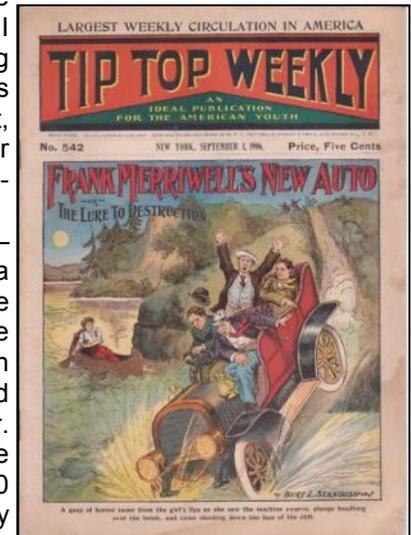


more of a challenge, they were printed on cheap newsprint with high acid content. They turn brown and brittle with age and, of course, they were seldom treated with reverence in their day and never made to last. That's the thing I find most fascinating about ephemeral objects – some of them did last, for a hundred years or more, still in fine condition.

Advice to collectors – look hard. You'll look at a hundred of them before finding a good automobile related issue. Condition is everything. Avoid those with tape repair. Prices range anywhere from \$10 to over \$100 depending on the quality of the illustration.

No I'm not in my second childhood – I'm just fascinated with these early comics and the messages of morality, the sense of right and wrong, and the lessons they taught the youth of the day. Besides being great to look at they are fun to read.

Enjoy your hobby whatever it is!



Terry Bond

Task Force TRAACA

Nauticus/USS Wisconsin Tour and Display

By Mark McAlpine

(Photos by Jim Villers and Susan Bond)

On Saturday, June 15, 2013, over fifty members of the Tidewater Region of the AACA, embarked in thirty classic vehicles, invaded the Nauticus science and technology center in Norfolk, Virginia, to help the center celebrate the 70th anniversary of the launching of the battleship USS Wisconsin in 1943. (Task Force TRAACA employed one of the principles of joint operations—surprise--by mounting the invasion six months before the actual anniversary of the ship's launching on December 7, 1943.)



The operation's lead planner, Dick Chipchak, coordinated a variety of fun events for the club, including free admission to Nauticus, personally leading a guided tour of the "Whisky", and a branch operation



with about half the task force members attacking Joe's Crab Shack at Waterside for dinner. Several members also launched a special operations raid on the MacArthur Center.

Task Force TRAACA deployed its vehicles around the exterior of Nauticus so that non-combatant visitors could view and enjoy our vehicles. Cars of the same vintage as the USS Wisconsin were emplaced in front of Nauticus and newer vehicles protected the starboard side of the facility.



The overwhelming number of vehicles (another principle of joint operations: mass) are too numerous list, but the ages ranged from Sam Kern's 1925 Franklin to Bob & Dot Parrish's 1978 Corvette.

This invasion was a combined operation support-



ed by our coalition members from the Italian Air Force, Alfonso and Patrizia Ludovici, participating with their 1956 DeSoto Sportsman. Dick Chipchak was so thorough that he even planned for possible emergencies by having Jim Villiers and his son, Jim Jr., deploy the Windsor, Virginia, Volunteer Fire Department's 1947 Maxium Fire Truck (fire truck body installed on a 1947 Chevrolet truck chassis). The truck was manned by a mission-qualified operator—Jim Jr.—who is a volunteer firefighter in Windsor.

Upon the successful accomplishment of the mission (and dinner), Task Force TRAACA turned over Nauticus to the appropriate civilian authorities, redeployed home, and then performed the appropriate inspections and maintenance on its vehicles in order to be ready for the next club operation. Dick Chipchak will be awarded a special campaign ribbon at the club's next dinner meeting for planning and executing such a successful and fun event.



TRAACA Participants:

Kit & Bette Lawrence
 Neil Sugermeyer
 Bill Wilcox
 Ken & Barbara Talley
 Mickey & Toni McChesney
 Dana & Debbie Meadows
 Melanie Kordis
 Jim & Betty Villiers
 Terry and Sue Bonds
 Thomas Wedeking
 Jere & Carol Avenson
 Sam Kern
 Bruce & Lucy Sedel
 Dewey & Maxine Milligan
 Richard & Nancy Eberle
 Tony Scarpelli & Leslie McGinn
 Alfonso & Patrizia Ludovici
 Keith Colonna
 Robert & Jo Ann Green
 Boyd & Debra Swartz
 Joe & Charline Geib
 Tim & Rhonda Russell
 Mark & Marion McAlpine
 Richard & Sandy Hall
 Bob & Dot Parrish
 Viator & Janet Trudeau
 Dick & Holly Chipchak
 Pete & Jean Koch

Vehicles:

1937 Dodge Westchester Station Wagon
 1931 Willys-Knight Sedan
 1941 Lincoln Continental Coupe
 1929 Buick Master 4-dr Sedan and 1939 Mercury Sedan
 1940 Buick Super 2-dr coupe
 1937 Chrysler Imperial
 1930 Ford Model A Roadster
 1965 Porche 356C and 1947 Chevy Fire Truck
 1948 MG TC
 1941 Dodge WC Pickup Truck
 1941 Packard 110 Deluxe 4-dr sedan
 1925 Franklin 4-dr Sedan
 1949 Packard 23rd Series 4-dr sedan
 1930 Ford 4-dr
 1930 Ford Model A Tudor
 1956 DeSoto Firedome
 1956 DeSoto Sportsman
 1956 Continental MK II
 1961 AMC Metropolitan
 1964 Volvo 122S
 1966 Avanti II 2-dr coupe
 1969 Chevrolet Chevelle SS-396 Super Sport convertible
 1970 Chevrolet Chevelle SS-396 Super Sport coupe
 1972 Buick Riveria
 1978 Chevrolet Corvette Pace Car
 1968 Cadillac Eldorado coupe
 1972 Oldsmobile Cutlass convertible
 1965 Pontiac Grand Prix



**The Invasion Fleet
TASK FORCE
TRAACA**
(Apologies to any not included)



My 1949 Packard Super Deluxe

(Part one of two)

By Bruce Sedel

I have enjoyed the exclusive pleasure of decades-long ownership of numerous Packard automobiles beginning with a 1949 Super Eight sedan, one of five straight-eight powered Packard's that I have bought and sold since 1974. All were operationally terrific automobiles largely attributable to these magnificent Packard-built engines that have always provided seemingly endless miles of dependable and reliable driving pleasure.

Down the road I even got bit by the V-eight bug and for a number of years, focused my attention on a few of these later model Packard cars including a 1956 Four Hundred that I had acquired in 1995. They were huge, heavy and powerful vehicles capable of continuous high-speed interstate driving all while being surrounded in the highest level of luxury and ultra-comfort. I became quite attached to these great performing Detroit v-eight behemoths because they represented such a monumental departure from the Packard standard that had stood for so many years.

The company had after all, focused nearly its entire production life powering its automobiles with straight-eights. That is precisely the subject matter of this story and the events surrounding a most unlikely reunion with a rare post-war Packard.

In a fall 1998 issue of Hemmings Classic Car magazine, I had noticed an advertisement announcing an upcoming three-day collector car auction event scheduled for January of 1999 to be held in Atlanta Georgia. One of the vehicles that caught my eye was listed as a 17,000 original mile 1956 Packard Patrician that was to be sold with no reserve. Since I had never actually succeeded in buying an automobile at auction, I thought this might be a great opportunity to give it another try. Plus it was a good excuse to get out of town and go see some great cars.

Next thing I knew it was January and I was on a jet to Atlanta. It was definitely exciting when I arrived at the auction arena where tons of people were lollygagging around in a panacea of neon lights and spit-shined chrome. I registered and walked around a little bit before checking out the 56 Patrician. It was much nicer than I had thought and it kind of gave me a restless feeling it might just sell for more than I was prepared to bid.

There was an auctioneer assistant nearby who told me the Patrician would likely come up later in the afternoon or early evening. At that point there was nothing else to do but sit back, take in the action, look at all the car-crazy people and watch the cars get sold. I found myself a spot, got an ice-cold Bud Light from the pretty lady, nestled in with my bid number and let the excitement unfold.

Around five o'clock that afternoon the Packard came up but, sure enough, I wasn't able to even make a gesture, much less a bid as the final hammer price was more than double what I was willing to bid. Without even taking my hands out of my pockets, my well-laid plans had been permanently altered. I left the arena in frustration and went back to the hotel room but



No, That's NOT a 1949 Packard. Read the story to see how a 1956 Packard Patrician turned into a 1949 Packard Super Deluxe!

realizing I had nothing but time on my hands I returned the following morning.

Before it got super crowded, I was able to get plenty of walking exercise going up and down isle after isle of more than 800 nice cars scheduled to cross the auction block including everything from Model A's to stretch limousines. As I was checking them out, my blood was beginning to boil and that fairly decent wad of cash I was carrying around was fixin to burn a hole in my pocket. Suddenly, ahead about eight cars down the isle, something bathtub-shaped, yellow and unusual caught my eye.



It was a twenty-third series Packard four-door sedan for sure, but was it a Custom Eight? I knew right away the paint did not appear to be a correct Packard color. But it had the egg-crate grille that usually would identify a Custom. As I approached the vehicle it was confirmed. I knew right away that I had stumbled upon a rare Golden Anniversary Super Deluxe Sedan.

The Super Deluxe initially was not intended to be a separate



model designation but instead simply a trim option for the Senior car line. However, Packard management had something else in mind and here is how the Super Deluxe model came to be. In the quest to create more excitement for their Golden Anniversary 1949 line-up, Packard had taken some of the interior and exterior trim pieces found on the top-of-the-line Custom Eight and attached them to a few of the Super Eight models.

The idea behind this was to attempt to create an upscale model that would give the car-buying public the perceived appearance that Packard's new model line-up was more expansive than it really was. It was a smart move on the part of management as it gave Packard the ability at a very minimal cost to offer basically the same model as the Super Eight in a more up-scale price range. At a base price of \$2,919.00, the Super Deluxe was priced a couple of hundred dollars above the Super Eight and nearly a thousand below the Custom! It was powered by the same L-head straight-eight 327 cubic inch, 150 horsepower, 5 main bearing engine found in the Super Eight.



As American automobile manufacturers geared up for the post-war boom, sales of automobiles were poised to fly off the map. The excitement was instead subdued when manufacturers became subject to post-war steel shortages and industry-imposed

limitations on the availability of other raw materials. By the late 1940's, the automobile industry struggled to keep up with soaring demand and, as a result, manufacturers were able to produce only a fraction of the automobiles they were scheduled to build. Packard's three million square foot assembly plant in Detroit, capable of building over 200,000 vehicles in a single model year, ended up producing just short of 116,000 cars when production ended for the 1949 model year. Of those only around 2,500 were Super Deluxe models, hence the rarity.

As I inspected this auction car, I noticed it was equipped with quite a few nice features like overdrive, fog lights, visor, roof-mounted antenna, dual back-up lights and three-stripe broadcloth interior. The speedometer showed barely more than 39,000 miles and after examining the near pristine condition of the underside and the well-preserved original paint still showing very nicely on the chassis, I believed the mileage was probably correct. Other than the cowl data plate showing the original paint color to be a "B" code, Packard Blue Metallic, the yellow repaint appeared to be the only departure from an otherwise untouched factory original car.



Why the elegant deep blue metallic was repainted such an abhorrent shade that to me looked more like urine yellow, no one will ever know. But, nevertheless "what a find," I said to myself! The seller appeared out of the crowd and we talked for a good while. Turns out he had purchased the vehicle just a few weeks prior to the auction from an estate in Heflin, Alabama. He had literally bought the car, loaded it on a trailer and brought it to the auction event. Some of the details he had explained were that he had purchased the car from the estate of a physician and that the family had placed the Packard and most everything else that the good doctor had owned up for auction. They told him the doctor was an extremely good person and was a well-known and well-respected physician in the Birmingham area. He was also very eccentric. They said he had always been loyal to Packard's but sometime after the company quit making automobiles, he had parked the vehicle in their carriage house and never again drove it. Here it was, about to hit the auction block once again.

One of the auctioneer assistants who had checked the auction number assigned to the vehicle told me it would be late Sunday before the vehicle would reach the auction block. It was still relatively early on Saturday and I knew I'd have to put

in the hours if I was to have any opportunity to bid on what I felt was a very special automobile. The seemingly endless procession of vehicles continued throughout the day and late into the evening along with music, crowds and plenty of partying. These things after all are key ingredients of big collector car auctions. By the time I got back to the hotel room late in the evening I was toast. It was an entirely different story on Sunday.

The morning seemed much more relaxed and laid back as most folks appeared to be in no hurry to get into the bidders area. By Sunday late in the afternoon, I watched as the Packard slowly inched its way up. The crowd had been thinning all afternoon and it appeared the high rollers and other bigger money bidders who were jazzing up the action on Saturday had mysteriously vanished. It was getting down to only a handful of bidders and the remainder seemed to be just sitting around yawning. When the car reached the block it was very near three o'clock in the afternoon. For whatever reason it appeared as though bidders were not really interested in an otherwise very nice Packard. To this day I feel like I may have been the only person at that auction who might have paid any serious attention to it. The auctioneer initially could not even conjure up an opening bid! Finally a gentleman waved his hand. He was the only bidder and he didn't appear very enthusiastic. He might have been a dealer. I couldn't tell. All I knew was the fact that no one else was bidding. The auctioneer reminded everyone that the opening bid was well below the seller's reserve and just about the time when the auctioneer would motion for the car to be rolled off the block as a no-sale, the seller came up to the stage and whispered something to the auctioneer.

With newly energized enthusiasm, he immediately shouted out. "Folks, the seller standing next to me just lifted the reserve." "This car is going to sell right here, right now." "I've got one bid from this gentleman here." "Will someone else give another bid." I raised my hand. The other gentleman raised his hand. I again raised mine. Then, silence. "No more bids?" "Come on folks." "Anyone else?" "All in, all done?" "Last chance, going once, going twice, SOLD to the gentleman over there in row three." Pointing his finger at me, the auctioneer simply smiled and said, "Thank you sir."

I couldn't believe it. What an incredible acquisition, even after including the buyer's premium! And what a blessing in disguise that the car had crossed the auction block after the place had all but emptied out. Or maybe the urine yellow paint scared some folks away. It didn't matter. The Packard was mine! I signed off on the paper work and proceeded to the cashier. After settling up I found a vendor area of auto-transport staff people and made a deal to transport the Packard to Virginia Beach. On the flight to Norfolk that evening, I couldn't help but smile for the entire return trip happy that fate and good timing had not only put me back in the driver's seat of a straight-eight Packard, it had transformed this unusual auction experience into one unforgettable and rewarding weekend.

Stay tuned for Part II, "The Resurrection of the 49 Super Deluxe" in an upcoming Mudflap issue.

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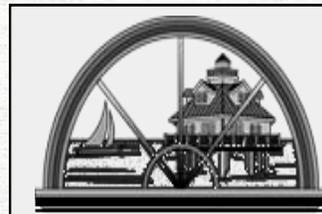
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 Norfolk, Virginia 23517

International Vehicle Appraisers Network



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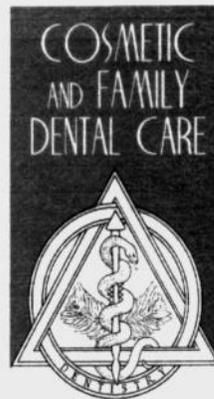
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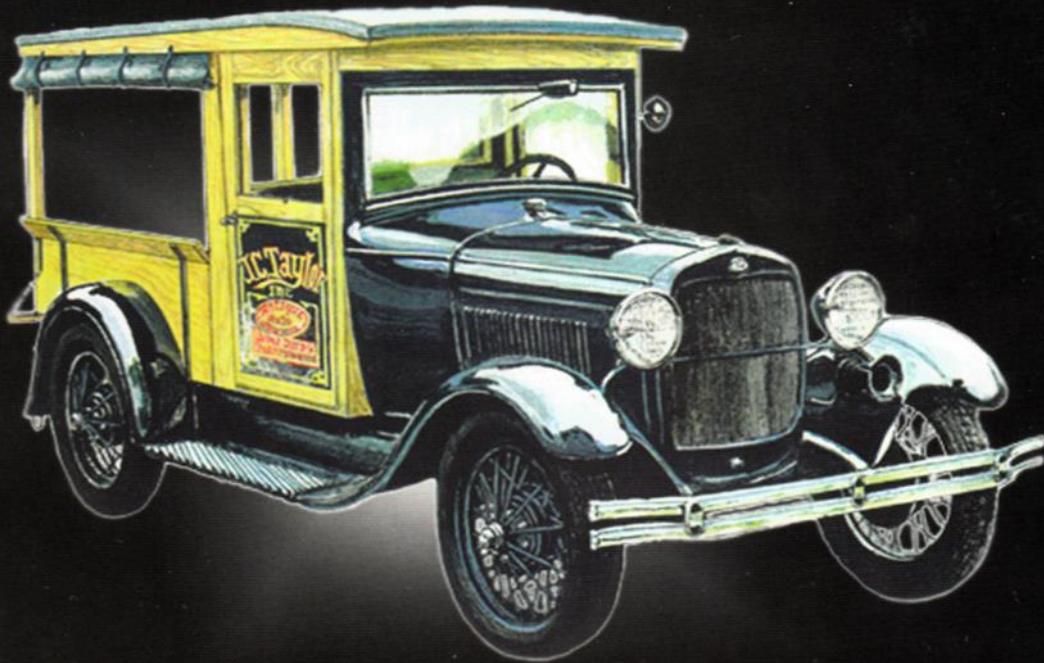
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