

# The Mudflap

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

Volume 65, Issue 1

January 2021

## TRAACA Membership 2021

For some of you, this may be your last edition of the Mud Flap! Membership in the Tidewater Region aligns with the calendar year – January 1 through December 31. Those who have not yet responded to the Club Registrar to renew their membership, whether 2021 dues are applicable or not, run the risk of having their current membership end. If you have any questions as to your current status, please reach out to Jerry Adams (Club Registrar) or Wayne Milligan (Club President). Thank you for your prompt response.

*Wayne Milligan*



*1993 Cadillac Sixty Special sedan—see article on page 8 for the Gilmore Car Museum, Cadillac—LaSalle Club Museum*



## TRAACA CALENDAR

Check [traaca.com/calendar.htm](http://traaca.com/calendar.htm) for the latest info on upcoming events!

### January 2021

#### TBD

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

### 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 enjoyed a great, though maybe different, holiday season! I also hope Santa was good to you no matter which 'list' you were on!

There are still some who have not yet returned their Tidewater Region membership renewal form, please be aware your membership ends on December 31. Regardless of membership type, including members who do not pay dues (40-year members for example), the Club registrar must receive a signed membership form. There are several members who have not yet renewed and are at risk of not being included in the upcoming roster. Those who have not yet renewed should have received several reminder emails as well as a letter through the USPS. Please respond quickly to maintain your membership. If any have questions or concerns, please let me know.

Over the past nine months, the pandemic has prohibited the Club from celebrating many of our dearest traditions. As we all eagerly await a return to normalcy, we continue to be unable to gather in groups. The Tidewater Region is a large Club and almost any event would likely draw more attendees than is currently 'allowed' or is prudent. In 2020, your Board did not cancel activities until we were confident the restrictions and general impacts of the pandemic at the time made a cancellation necessary. As we move into 2021, news of the vaccines seems very encouraging. However, January and February weather typically drives our Club activities indoors where restrictions and

distancing become more challenging. Though I very much look forward to resuming our activity calendar as quickly as possible, I anticipate the Club will remain relatively inactive until March while the vaccines become more commonly available.

As the 2020 Board begins to transition to the 2021 Board, one of our tasks is to implement a decision made in 2018 by the then current Board. The minutes from October, 2018 include the following: 'charging for hardcopy newsletters: after thorough discussion, motion made to begin charging members who receive hardcopy newsletters (except those already grandfathered) \$10 extra beginning in 2019. This amount will increase in 2020 to \$15. In 2021, TRAACA will cease mailing hardcopy newsletters.' A member of the 2018 Board contacted and explained the situation to impacted members at the time. However, dues were not increased for members receiving mailed hardcopy newsletters in 2019 or 2020. The Club is discontinuing mailing printed newsletters in 2021. Though the size of the group who receive printed newsletters is small, the cost is becoming prohibitive as the price of printing services and postage continues to rise. The Club spends just over \$80.00 month to mail approximately 20 newsletters. Again, if any have questions or concerns, please let me know.

As you read in the Mud Flap, Ken Packard is sailing to his next Navy assignment. Ken, thank you very much for co-editing the Region's newsletter. Your dedication of time and talent to support our Club is greatly appreciated! Doug Grosz continues as our newsletter editor (THANK YOU DOUG!), and to all those journalists in the Club, please reach out to Doug or me about volunteering as a co-editor!

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

Warmest Regards,

Wayne Milligan, '21 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](mailto:skippatnode@cox.net) or (757) 672-8495. Thank you for your cooperation!

## 2021 TRAACA Officers & Board

**President - Wayne Milligan:**

[traacacontact@gmail.com](mailto:traacacontact@gmail.com)

**Vice President - Tim Hund:**

[traacacontact@gmail.com](mailto:traacacontact@gmail.com)

**Secretary - Fred Cole**

**Treasurer - Tammy Park**

**Board - Jerry Adams**

**Board - Dick Chipchak**

**Board - Skip Patnode**

**Board - Doug Grosz**

**President Emeritus - Matt Doscher**

Visit TRAACA on the Internet at: [www.traaca.com](http://www.traaca.com)



ANTIQUE AUTOMOBILE CLUB  
 of AMERICA

# From the Running Board

November 12, 2020 TRAACA Board Meeting Minutes (no board meeting in December)

**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 14<sup>th</sup> – Lakewood Park outdoor gathering - had 35 RSVP

December 12<sup>th</sup> – 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. 15<sup>th</sup>

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 10<sup>th</sup>, location TBD.

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## How is this possible? By Jim Elliott 2020 AACA President

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

I recently received a letter from a member questioning the judges' score for his car which was shown at a recent Grand Nationals. He had shown his car at the prior year Grand Nationals and earned a Second Place Grand National Award. Following our judging guidelines, he requested and received his scoring sheet and diligently corrected each noted deduction. Arriving on the show field, he honestly expected to receive his First Place Award and was devastated to take home a Third Place Award. He questioned, "how is this possible?" A review of our judging system will explain this situation. As to scoring, you compete not only against the 400 point standard but also against the competition in your class. In order to attain a Grand National First you must score over 380 points and be within 5 points of the highest scoring car in your class. For example, if the highest scoring car in your class scored 399 points, your car would be required to score 394 or above to obtain a tying first place award. A score of 393 would result in a second place trophy. If the second place car scored 393, a third place trophy would be awarded to a car scoring 387. If your car scored 375 at the earlier Grand National while the first place car scored 381, you would have received a second place trophy. As a result, it is possible to get a third place trophy with the higher score of 387 when you previously received a second place trophy with a score of 375. Finally, every owner who is able to compete for a Grand National Award should be very proud of his or her vehicle.



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

**Editors: Doug Grosz and Ken Packard**

**C/O:** Bill Treadwell 416 Woodlake Road  
Virginia Beach, VA 23452





## Wheelin' and Dealin'

By Bob Woolfitt  
(reprint from January 2013 Mudflap)



This story begins in 1995, when Ivan Joslin and I took my 1934 Packard Twelve Formal Sedan across the USA with the Classic Car Club of America on their (and our) first Coast-to-Coast CARavan. The CARavan started from the host hotel on Goat Island, Newport, RI. We had arranged to see a private collection that belonged to Reuben Marks of Providence, RI, while we were in the area.

We rode with him as he showed us his cars, stashed all over town. He saved the best for last, an original 1932 Packard Club Sedan, stored in the garage at his home. And I mean original: interior, paint, chrome and two trunks with original luggage in each. I joked that even the air in the tires was from 1932.

As we were leaving his place, I backed out into the street a little too widely and into a car parked on the other side. This dented my left rear fender, broke the license plate stanchion and set off the car alarm on the car I hit.

Once the owner and I traded insurance cards and I called J. C. Taylor Insurance, we headed back to the host hotel. I called LaVine Restorations to ask for a quick fix when we passed through their way on the



trip West. My accident turned out to be a good ice-breaker for meeting folks on the CARavan – it wasn't something you could hide, after all.

We were supposed to go to South Bend for a two-night stay as part of the trip, but Ivan and I went to Nappanee, IN, instead. Eric and Marc LaVine were waiting for us and got right to work. As they removed the tire and wheel from the dented fender, I



noticed that the rim was cracked on the inside. At their suggestion, we looked at the other three tires and found one more with a cracked rim.

They traded the spares for the cracked wheels, did a quick repair on the fender and we were good-as-new two days later. I was also able to acquire two more used Packard Twelve wheels while we were in La Crosse, WI. Later that summer, the Twelve was delivered to LaVine's for a complete restoration. It was completed in 1996, just in time for the National AACA Meet, held here in Chesapeake. Since then, I have shown and then driven the car a lot, including going cross-country on the Lincoln Highway in 2003.

Fast forward to March 17, 2012. It's St. Patrick's Day and I'm out cleaning up the Packard for the St. Pat's Day-after event that Bill Wilcox has organized for TRAACA at the Cypress Point Country Club. When I get to the driver's side wheel, I notice a crack in the rim that's about 8 inches long. I spent the rest of the day trading the spare for the bad wheel.

This is not an easy job for one person and, because the more modern tires are physically bigger, one has to entirely deflate the tire before removing it

and the sidemount cover from the wheel well. That sorta makes having a spare an oxymoron.

Because I plan to take this car across the country again in 2013 on the Lincoln Highway (its 100th Anniversary), and my local Packard dealer wouldn't



For your information, there are 48 spokes in a 1934 Packard Twelve wire wheel. 48 times 4 equals 192 spokes, if anyone's counting. But we had it down to a science by the time we did the last one.

I had the hubs sandblasted at American Stripping Company in Norfolk and then shipped them to American Arrow Corp. It took about 6 weeks for the new wheels to be returned. I had American Stripping powder coat them and then had the new tires, flaps and tubes mounted on the new wheels.

While the wheels and tires were off, it was noticed that several wheel lug bolts were stripped. I had 25 made by the Packard Twin Six company. I now have four brand-new wheels and tires to go safely across this great country as we join in the celebration of the Lincoln Highway. C'mon and join us!

honor the 78 year old warranty, I decided to have new wheels made. Don Sommer, of American Arrow Corp., in Clawson, MI, is the man. He takes your hub and has a new rim made and dimpled. He then re-spokes your hub to the new rim. I also ordered new tubes, tires and flaps.

Since Don needed the original hubs, Dewey Milligan and I spent several hours together on a Saturday.



We removed the sidemount with the cracked rim and three other wheels from the car, leaving it on jack stands. Once the tires were separated from the wheels (done professionally at Southside Tire), Dewey and I used a bolt cutter to cut the spokes.

*Bob Woolfitt*





## Gilmore Car Museum—Part 7 Hickory Corners, MI Cadillac-LaSalle Club Museum



Story by Marion McAlpine. Photos by Mark McAlpine.

*This article is the seventh 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 Cadillac-LaSalle Club Museum, one of the six partner organization museums located on the Gilmore campus. (The other five are the Classic Car Club of America Museum, the H.H. Franklin Collection, the Lincoln Motor Car Heritage Museum, the Model A Ford Museum, and the Pierce-Arrow Museum.)*

The Cadillac-LaSalle Club Museum and Research Center (CLCMRC) opened at the Gilmore Car Museum on September 28, 2014. Per information on a display placard outside the museum, the CLCMRC was modeled after a 1948 dealership design that appears in a General Motors book “*Planning Automobile Dealer Properties*” from that year. According to the Cadillac-LaSalle Club website, the CLCMRC is currently about 10,000 sq. ft. in size, but there are plans to increase the size of the current building to 20,000 sq. ft. and to add a period correct looking dealership sign to the outside of the building.

You can read the history about the CLCMRC on its website ([www.cadillaclasalleclub.org](http://www.cadillaclasalleclub.org)). The Cadillac & LaSalle Club was established in 1958 to encourage the preservation of early Cadillacs and LaSalle. In 1995, several members of the Cadillac and LaSalle Club founded the CLCMRC. The CLCMRC “promotes the development, collection, publication and exchange of helpful information pertaining to Cadillac and LaSalle.” The CLCMRC states they have more than 7,000 members around the world who “own, preserve, exhibit, drive and enjoy more than 18,000 collectible automobiles built by Cadillac.” The CLCMRC’s Research & Reading room is currently located in Dexter, MI, and contains numerous Cadillac and LaSalle automotive artifacts such as dealer

brochures, service manuals, owner’s manuals and other artifacts on the history of Cadillac and LaSalle.

For those unaware, Cadillac was named after Antoine de la Mothe Cadillac, the French explorer who founded Detroit in 1701 (as Fort Pontchartrain du Detroit). Per CLCMRC: “Cadillac has set the standard for automotive excellence since 1902 when Henry Leland persuaded the owners of a failing Detroit car company to reorganize and build cars using his precision-designed and manufactured engine.” Cadillac is still the luxury division of the General Motors Company today.

There were only about 20 vehicles on display when we visited the museum in August 2018, but they provided a good representation of Cadillac’s history and evolution. Only about a third of the cars on display were pre-War, so I hope when the museum expands more vehicles from the early 1900s-1930s will be displayed. Additionally, the museum could use a few more LaSalle—when we visited, there was only one—a 1937 convertible sedan.

Some of the Cadillacs on display included a 1903 Runabout with tonneau, a 1910 5-passenger touring car, a 1930 V-16 roadster, a 1957 Eldorado Brougham, a special Bicentennial Edition 1976 Eldorado convertible, and a 1978 Eldorado Biarritz. Additionally, there were displays on the history of the Cadillac and LaSalle, the progression of tailfins on Cadillacs from 1948-1964, technological advancements and engine design over the years, etc.

The CLCMRC building will take you back in time with its 1948 dealership replica and the beautiful vehicles housed inside. Once again, put the Gilmore Car Museum on your bucket list. Remember to pack a lunch or plan to eat at the Blue Moon Diner located on the museum’s grounds. That way you will have as much time as possible to see the displays in the CLCMRC and other museums on the grounds



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





*1903 Cadillac Runabout with tonneau*



*1907 Cadillac light delivery truck*



*1910 Cadillac 5-passenger touring car*



*1930 Cadillac V-16 roadster*



*1931 Cadillac 5-passenger sedan*



*Six generations of Cadillac engines on display*



*1941 Cadillac Sixty Special sedan*



*1950 Cadillac Series 62 Club Sedan*





*1950 Cadillac Series 62 4-door sedan*



*1961 Cadillac 4-door "flat-top" hardtop sedan*



*1964 Cadillac Series 62 sedan*



*1965 Cadillac Sedan DeVille*



*1937 LaSalle convertible sedan—the only LaSalle displayed in the museum at this time*





*1976 Cadillac Eldorado Bicentennial Edition convertible*



*1976 Cadillac Coupe DeVille*



*1977 Cadillac Sedan DeVille*



*1978 Cadillac Eldorado Biarritz*



*(L-R) 1948 Cadillac Sixty Special and 1940 Cadillac Model 62 4-door sedan*





## Still Collecting - Pandemic Purchases

*By Terry Bond*

It's been a tough year! No Hershey; no antique hunting; darned few flea markets (ours in March and the Pre-War swap meet at Luray in October); and only internet auctions. Even local listings of Facebook Marketplace and Craigslist have dried up.

Internet dealers are not out scrounging around like they used to. Fresh-to-market items are few and far between! It's been a bummer for most folks. Except, that is, for a few of us dedicated collectors who still work hard searching for goodies. Yes, they are out there, if you look in unconventional ways and are resourceful.

Throughout this time of staying at home, the collections have continued to grow with many great acquisitions. Let me hit the highlights for 2020 with a few of my great "pandemic purchases."

Early in the year I was fortunate to make contact with an individual who had purchased a large collection of very early automobilia. His intent was to show-case the collection in a new facility, but later decisions necessitated sale of some items that no longer represented a good fit for his plans. I was able to purchase several nice items from this collection, including a silver snuff box, a beaded ladies change-purse, a gentleman's match box, and a few other interesting small items.



*Silver snuff box, circa 1905-1909*



*Leather change purse with silver plated cover, circa 1910*



*Auto themed match box with silver lid, 1910*



*Ladies beaded change purse, circa 1904-05*



Later, from another antique dealer I'd bought from previously, I was offered a silver filigree automobile and a wonderful art-Nouveau match book case.



*Silver matchbook case with turquoise button, 1903-1904*



*Small silver filigree car sculpture, circa*

These tiny silver wire automobiles were European and were "projects" undertaken by apprentice jewelers. They are found in a variety of sizes and in the shapes of different styles of early automobiles. Many of the students making these had probably seen very few automobiles in person and likely worked from sketches of photographs.

Here's a "Terry tip" – when I purchase something, the seller always gets a nice follow-up email, with a reminder to let me know if anything of interest turns up. I send a list of items wanted, and sometimes get a response. It may take a year or more before I get an offer, and sometimes it's something I don't want or

need, but I follow up with advice and information, becoming a seller's resource, and sometimes, even the go-to person for them when they acquire or consider buying automobilia for resale.

Along the way, there were several nice discoveries on the internet, especially small pins, buttons, and watch fobs. By mid-year, there were at least another half dozen great items in my mailbox.



*Automobile show pin 1919, gold with blue enamel*

Spark plugs of course have always been a passion, and this year I had the opportunity to get into a very old collection in the UK. I previously had some email discussion with the young man who inherited his dad's collection, and advised him on how best to dispose of it. I knew the plugs well from when we lived in Scotland many years ago, but only a few were of interest. For my help, I was rewarded with the chance to acquire several very nice pieces. The box from England arrived safely and the plugs are now proudly in my collection.



*Early spark plugs recently acquired*



The pre-war swap at Luray, Va had to take the place of Hershey this year, and has already been written about in the Mudflap. It did produce a wonderful brass lamp for my collection – a circa 1903/4 Autolyte self-generating headlamp. It's an exquisite piece of brass that when cleaned will be a prize in my collection.



**Self-generating carbide Autolyte headlamp, 1903-1904**

I've been helping a friend with some information on spark plugs for a book he is working on, and in the process became aware of an old collection that was being broken up. Several more very rare spark plugs ended up in my collection as a result. Not bad for just sitting home!

At least a few times a week, the internet has provided the evening's entertainment, and the discoveries on some of the well-known auction sites have been simply amazing. There are other sites where items can be found that are still "top secret" but I've found the antique market thrives well beyond the usual go-to ebay. Did you know that even ebay has specialty sites for France, Germany, the UK and many other countries? Interesting discoveries are waiting as long as you can figure out the language differences.

I continued to add nice early sheet music to the collection but it's always a thrill to make an unexpected discovery.



**1930s automobile themed sheet music**

I am working on a seminar for the AACA Convention in Philadelphia this coming year and happened to be searching for images of a "nodder" that I could use. A "nodder" is an early type of "bobble-head" figurine. They were popular mantle pieces into the early 1900s. –Figurines depicting farmers, people shopping, ice-skating, dressed as clowns, etc. are easily found. The head is a separate piece and it is carefully balanced on a metal pin so when pushed lightly, the figurine will "nod." They are cute, whimsical decorative novelty items. I purchased a fantastic pair of motorist noddors at Hershey last year that I wrote about previously and was searching for an image showing just any nodder to help illustrate the variety of them. Motoring related noddors are extremely rare and I never expected what I saw show up during my casual search.

As I waded through dozens of images, there it was! Another motorist nodder for sale on the internet with a buy it now price of only \$59.00. It was an amazing piece in fine condition. The early motorist obviously had killed a farmers prized goose, and was holding the dead bird in one hand, and had his wallet out in the other, ready to pay up for his carelessness. He would "nod" in agreement. I had never seen one like it before. The seller had no idea what it was. The



listing for it called it a “man with a duck.” I clicked the buy-it-now option as fast as my hand would move!



**Rare bisque porcelain motorist nodder, circa 1904-1905.**

Discussing it with another collector, we are certain there are only two or three of these known in major collections world-wide. It was produced in Germany or Austria round 1904 and really tells a story about motoring history of the time, when “automobilists” were looked down upon and thought of as reckless dare-devils who would destroy the tranquility of the countryside for their own enjoyment.

Not all acquisitions have been bargains. But, often the chance to acquire a very rare object comes along and price is irrelevant.

Long on my “most wanted” list of spark plugs has been the W.B. Handee Quick Disconnect plug. Only four were known to exist in major collections world-wide.

Early in the fall, an individual in Tennessee who builds hot-rods had been to an auction of a friend who had passed away several years previously. The sale was in a small town, population about 1200, and was poorly advertised and very poorly attended because of heavy rain. Among the loads of hot rod parts, he bought a pail full of old distributors. In that pail there were four more of those plugs! He had no idea what he had so he contacted our club via the Facebook page.

After discussion with our club president about value and how to go about selling them, I was contacted for information. It paid off being one of the more senior and advanced collectors in the group, and I

was given the chance to buy one. I did not hesitate. Although it was very expensive (I won’t reveal the amount), it was perhaps the only chance I’d ever have to add this to my collection. When received, I found it to be in near perfect original condition. A light scrub with some 4-0 steel wool and WD-40 revived the blued steel nicely and it shows as a nearly New Old Stock plug with only minor evidence of ever having been used. It is a real prize. I’m buying stock in Facebook!



**The ultra-rare W.B. Handee Quick Disconnect spark plug. Turning the handles a quarter turn disassembles the plug for priming or quick cleaning.**

There was yet another fantastic, unusual and rare round shaped brass side lamp to add to the collection, via an internet auction. Usually I try to buy at least one nice brass lamp at Hershey each year, but of course without Hershey, what is a dedicated collector to do?

I’ve only ever seen a couple of other side lamps like it and they were in very rough condition. Although photographs on the auction site were rather poor, it was worth taking a chance on. I was prepared to pay quite a bit to acquire it. Much to my surprise (and delight), the competition must have been sleeping as it came home at a very favorable price. The curved beveled glass lens is perfect. Upon unpacking it I noticed it had never been lit.

The silver plated reflectors are as pristine as the day they were made. This lamp with its cylindrical shape is very rare and probably was used on a high end town-car produced in the early to mid 1900s.



**Gray and Davis brass side lamp, circa 1906.**

Soon after, a very rare silver plated napkin ring with a motoring scene found its way to my mailbox. Among the largest collections of napkin rings, only a very few exist with early motoring scenes on them.

From a source in Argentina that I'd bought from previously, I received a package containing two wonderful additions to my collection(s) - a fantastic medallion with a chauffeur's face mounted on a spoked wheel and two jewels in the lens of his goggles, and a small, silver folding three-dimensional picture frame in the shape of an early automobile. I was surprised at how quickly shipping from foreign countries has been lately – less than 10 days from Germany, about 14 days from France, and from the UK, about the same as it is from coast-to-coast here in the USA.



**Early 1900s napkin ring with motoring scene.**



**Chauffeur image on spoked wheel medallion with jewels for goggles.**





**Small silver 3-dimensional picture frame, circa 1905-1906. These are also found in stamped brass.**

least one monthly article on “recent acquisitions.” This one covers an entire year!

Hopefully, a whole new and wonderful year awaits us, when once again we can get out into some antique shops, flea markets and auctions, and of course, Hershey. Maybe we can even find a few old barns to explore on our way somewhere. I hope so as my keyboard has a few keys that are almost worn out – especially the one marked “buy it now.”



Happy collecting in the coming year,

*Terry*

I am eagerly awaiting four early 1900s ceramic plates from France with automotive scenes on them. They are known as “talking plates” as they each have a brief story printed on them. They are difficult to find and it has been several years since I’ve seen any available.



**early 1900s French “talking plates.”**

Although it’s been a challenging year, I’ve still been able to enjoy collecting and sharing it with you through these articles. Every year I try to include at



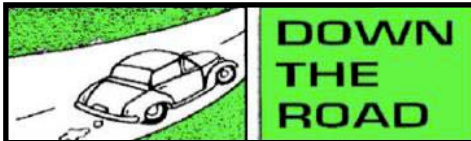
# TRAACA MEMBERS' PAGE

## *Members celebrating anniversaries in January*

- Jerry & Ellen Adams
- Richard & Sandy Hall
- Dennis & Paula Hennessey
- Jon & Mollie Hunger
- Bob & Josie Kinker
- Bob & Linda Pellerin
- Gordon & Melinda Spence

## *Members celebrating birthdays in January*

- Jerry Adams
- Jim Arrowood
- Tom Bottoni
- Holly Chipchak
- Jane Cutright
- Charlie Dawson
- Tyler Gimbert
- Richard Hall
- Pamela Hamilton-Bond
- Phyllis Hund
- Dana Meadows
- Scott Miller
- Hilary Pavlidis
- Carol Peters
- Susan "Sue" Strang
- Boyd Swartz



## 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:

**Jason Meyer**, the 17-year-old grandson of long-time TRAACA members **Al and Sharon Mercer**, passed away unexpectedly on December 22nd. He had graduated from high school with college level scores in math and science. Al and Sharon ask their TRAACA family to remember them, Jason's parents (Laura and Greg Meyer) and his brother (Joseph) in their thoughts and prayers over the next few days.

*Please provide Member Care/ Sunshine Report information on TRAACA members to Bob Stein at [posti@aol.com](mailto:posti@aol.com) or 588-6200.*

## Welcome to Our New Members!

None this month







# AACA 2021 National Activities Calendar

By Mark McAlpine Vice President – National Activities

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

To help make up for the many missed opportunities of 2020, the AACA has planned a robust national activities calendar for 2021. We have 10 shows and 7 tours planned (possibly 8—another divisional tour is pending approval by the AACA Board of Directors at its meeting on November 12th), so there are plenty of opportunities for our members to have fun, and there's probably an AACA national activity happening within a reasonable driving distance of you.

## 2021 AACA National Activities Calendar

Apr 8-10 Southeastern Spring Nationals Concord, NC

Apr 15-17 AACA Annual Convention Philadelphia, PA (same location)

Apr 19-22\* Southeastern Divisional Tour Howey in the Hills, FL

May 6-8 Central Spring Nationals Auburn, IN

May 20-25 Founders Tour Davis, WV

Jun 2-5 Eastern Divisional Tour Eastern Shore of MD

Jun 17-19 Eastern Spring Nationals Saratoga Springs, NY

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

Jul 22-24 Grand Nationals New Ulm, MN

Aug 13-14\* Western Fall Nationals Loveland, CO

Sep 9-11 Southeastern Fall Nationals Greenville, SC

Sep 12-17 Revival AAA Glidden Tour Saratoga Springs, NY

Oct 6-9 Eastern Fall Nationals Hershey, PA

Oct 18-22 Central Divisional Tour Broken Arrow, OK

Nov 4-6 Special Western Nationals Phoenix, AZ

Nov 7-10 Western Divisional Tour Phoenix, AZ

Apr 21 –23 Special Dual Nationals San Juan, PR (postponed till 2022)

- *Note the change in dates for this activity*

Thank you very much to the regions/chapters hosting these shows and tours! They've worked very hard to plan & organize fun activities for us to enjoy. Please show your appreciation and support these regions/chapters by participating in the activities. I look forward to seeing you at one of these national activities next year, especially those members who have never attended one before. Until then, be safe and stay healthy.

*Mark*



## AACA Calendar of Events

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

### MARCH 2021

17-20 AACA Special Dual Nationals  
San Juan, Puerto Rico  
(postponed till Apr 21-23, 2022)

### APRIL 2021

8-10 AACA SE Spring Nationals  
Concord, NC

15-17 AACA Annual Convention  
Phila, Pa (new date)

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 (new date)

### SEPTEMBER 2021

9-11 Southeastern Fall Nat'ls  
Greenville, SC

12-17 Revival AAA Glidden Tour  
Saratoga Springs, NY



## EDITOR'S DESK

Doug Grosz  
[traaca.mudflap@gmail.com](mailto:traaca.mudflap@gmail.com)

In a few days, we will bid goodbye to 2020. Next year we will be able to say, in hindsight, we have 2020 vision of the past. But in reality, who could have foreseen the last year. It is hard to believe that our last dinner meeting was in January of 2020. Our February meeting was cancelled because of an impending snowstorm, that hit most of the area, but saw very little snow in Virginia Beach, Then the pandemic of COVID-19 effected our dinner meetings and all other activities since March. In fact, the last activity I remember attending was the tour of Dwight Schaubach's facilities.

But as we end the year, I hope we can all say that we still have our health and families. I have appreciated my family even more during this time. I also have missed seeing each of you, and can't wait to enjoy getting together when it is safe and we are allowed to resume our activities.

I also want to wish Ken Packard the best as he embarks on a new path in his Navy career. I have enjoyed my time talking with him and co-editing the newsletter with him this year. Of course I always appreciate a fellow Packard owner. "Ask the man that owns one!" I know he will be keeping up with us through the Mudflap and hopefully he will have time occasionally to participate with us at some of our events.

When I agreed to be a co-editor, I never expected a first year that would be so difficult to fill the Mudflap with articles, as we have had almost no activities to write about. Thankfully, I have had great help from many authors as I have mentioned in the past as creating a full newsletter each month. I have also benefited from having access to our past Mudflaps to pull articles, as I did with the article by Bob Woolfitt on his 1934 Packard 1107 Formal Sedan. I am always looking for content to include in the Mudflap, or have on hand as needed, so talk with me about your cars, car hobbies, what caused you to collected cars, and anything else that we can use. You give me the ideas and I can write it if you wish.

I hope you saw the link in the Mudspeck about Rad and Margie Tillet's military Jeep in the news. It was a great article and I enjoyed learning more about why they have the Jeep. I hope this summer to get a chance to see the Jeep. As a history teacher, and a history major in college, I love hearing stories like that about families. These are the stories we must remember to share when we are at car shows with

people that came to look. Stories like that make the hobby more appealing to people as it awakens memories for them about cars in their past. I know from my time volunteering at the Military Aviation Museum and my time as a history teacher, that the history people remember is connected to a good story that causes a reaction with them. Lets remember this when we talk about our cars, to connect it to stories.

For example, other than knowing Sam from the museum, the first club member I really spent time talking with was Dewey in 2016 at the Annual Meet. He had his 1953 Ford in the car corral and we began talking. My dad and Dewey had a nice conversation too talking about cars from the past and sharing stories. I enjoyed listening to both of them talk. It was the last car show that dad was physically able to really enjoy with my brother and I.

I am looking forward to car shows and hearing stories like that this year. Until we see each other again, have a Happy New Year! See you in 2021!

*Doug*



Dewey's 1953 Ford at the 2016 Annual Meet.



My tree with a train.






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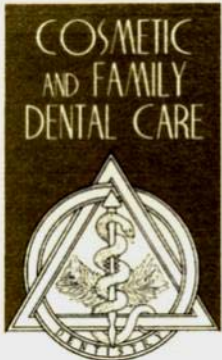


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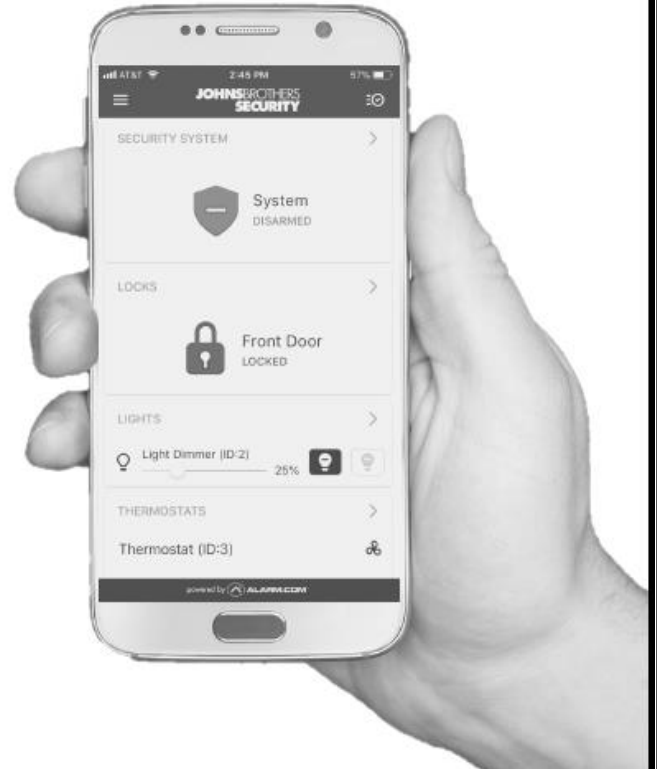
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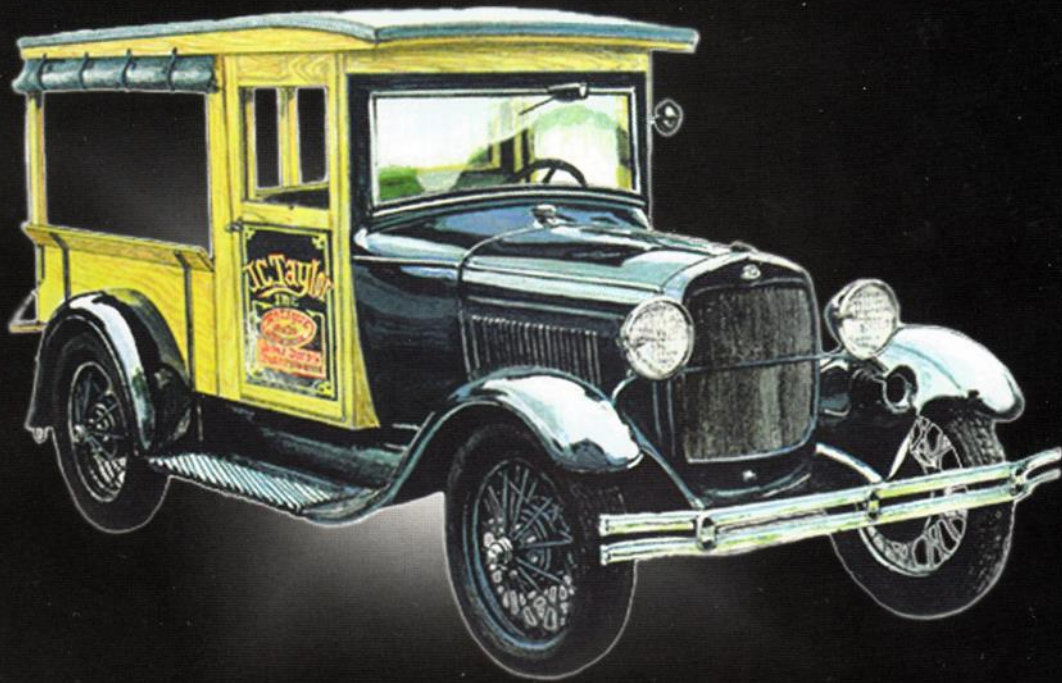


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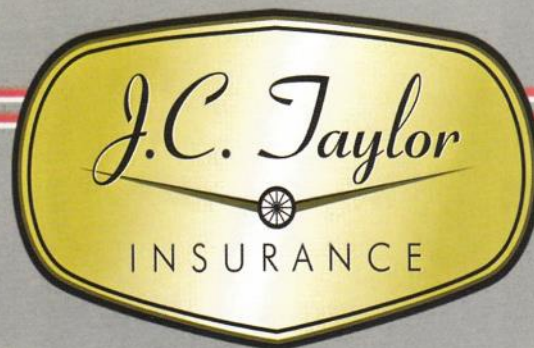
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*1957 Cadillac Eldorado Brougham at the Cadillac-LaSalle Club Museum at the Gilmore Car Museum in Hickory Corners, MI*