

The Mudflap

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

Volume 59, Issue 2

February 2015



AACA Annual Meeting

Philadelphia, PA

Thurs-Sat, 12-14 February 2015

“Adrian! Adrian!” The AACA is holding its annual meeting on Thursday-Saturday, February 12-14, in “The City of Brotherly Love” and the home of Rocky Balboa. Thousands of AACA members from around the country, and even some from outside it, will gather in Philadelphia to share their passion (addiction?) for antique vehicles, attend seminars, learn where the club is heading, celebrate friends receiving well-deserved awards, and get together with good friends they only get to see once or twice a year at events like this.

If you’ve never been to an AACA Annual Meeting, you’ve missed a great event. Why not experience it yourself by joining other TRAACA members as we journey to Philadelphia for this year’s meeting. If you like the security

and fun of traveling in a group, you can join the TRAACA caravan, which departs on Thursday, February 12.

We will meet at and depart from the visitor rest area on the south side of the Chesapeake-Bay Bridge Tunnel. We’ll take the scenic route on US-13 through the Eastern Shore, Maryland and Delaware, stopping en route for lunch at Jimmy’s Grille in Bridgeville, DE. We should arrive at the host hotel in Philadelphia around 4:00 PM, in time for early registration.

If you want to join the caravan or get more information, contact Mark or Marion McAlpine at (757) 967-0074 or mmmcalpine05@msn.com. And don’t forget to make reservations at the host hotel—the Sheraton Philadelphia Downtown Hotel—and remember to ask for the AACA special rate.



CAUGHT IN THE HEADLIGHTS—Bob Stein and his father Tony enjoying Bob’s first drive in his 1949 MG TC “Wildflower.” Read the story on Pages 8-9.



TRAACA CALENDAR

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

FEBRUARY 2015

- 4 TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 19 TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport

MARCH 2015

- 3 TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 7 TRAACA Swap Meet
Hickory Ruritan Club
Chesapeake, VA
- 14 St. Patrick’s Day Party
— NEW DATE —
Westminster-Canterbury
Virginia Beach, VA

APRIL 2015

- 1 TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 16 TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 30- AACA Eastern Spring Meet
2 May Virginia Beach, VA

MAY 2015

- 5 TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 21 TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 22- 2015 ODMA Meet
- 23 Staunton, VA

HAPPY 60th BIRTHDAY, TRAACA!

This year the Tidewater Region of the Antique Automobile Club of America celebrates its 60th anniversary while our parent organization, the AACA, celebrates its 80th anniversary. The TRAACA was chartered on February 4, 1955, becoming one of just 34 regions in the country at the time. Each issue of *The Mudflap* this year will feature articles and/or photos from our club's history, celebrating and remembering our heritage. See Pg. 9 for this month's entry.

From the Driver's Seat

Jim Villers
TRAACA President
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The TRAACA is a very interesting organization, a collection of individuals with a passion for old original automobiles. Beyond the bonding passion lays a broad diversity that can maintain the attention of many members for many years. One of the passions is to drive older cars, but that in itself brings diversity, whether driving a Model T in a Reliability Tour, a Model A on a Vintage Tour, or a Chevelle SS-396 on a local tour, they are all different experiences.

Our membership is as different as our automobiles, but our passion is similar. Most of us have experience with single marque clubs before coming to the TRAACA. Many of us have owned multiple cars of different marques and we have found a comfortable community in this club that welcomes all cars from the earliest Duryea to a late-eighties mini-van.

As I come to the position of leadership, I view this

diversity as the opportunity to provide a meaningful club experience to this varied group. Fortunately, the club has attracted an amazing group of active, involved and dedicated members who are always ready to organize, volunteer and participate in almost anything. During our Winter Blast a few weeks ago, forty members brought their cars out in near freezing weather to drive to a museum for a tour and lunch—a definite demonstration of passion.

Our members are also known for their active involvement in the many activities of the club. Whether parking cars, managing a concession or leading a tour, hands always rise when the need is presented. Our opportunity this year is a unique challenge: we have invited the National AACA to visit our region, to experience interesting aspects of our area and to display their cars at our local military aviation museum. This challenge will require all of us to focus our attention and our hands to the many tasks that need to be performed. You will see and hear much more on this need for active participation.

So please raise your hand when the opportunities are presented. It is through your active participation that the enjoyment of the club grows.

Let's have fun—it is an old car kind of day!

Jim

2015 TRAACA Officers & Board

President - Jim Villers: 190sljim@cox.net

Vice President - Mark McAlpine:
mmmcalpine05@msn.com

Secretary - Melanie Kordis

Treasurer - Marion McAlpine

Board - Matt Doscher

Board - Tyler Gimbert

Board - Skip Patnode

Board - Tim Russell

President Emeritus - Wes Neal

Visit us on the Internet at:

<http://local.aaca.org/tidewater/>

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

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Call Captain's Corner

Calling Tree Chief Captain: Margie Ives
(757) 547-2234

Last Name Begins With:	Designated Call Captain:	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Frank Waldner	430-2770
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Rhonda Russell	471-4031
Howi—Kni	Alan Ives	547-2234
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
Tre—Wor	Toni McChesney	456-2806

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From the Running Board

January 6, 2015 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:38 PM at the Holiday Inn—Norfolk Airport on Military Hwy. Directors present were Wes Neal (President), Jim Villers (Vice President), Kit Lawrence (Treasurer), Melanie Kordis (Secretary), and Bob Stein (President Emeritus). Board members present were Tyler Gimbert, Marion McAlpine, Skip Patnode, and Tim Russell. Members present were Bob & Dot Parish, Matt Doscher, Frank Lagana, Mark McAlpine, Neil Sugermeier, and Bill Wilcox. This was Wes Neal’s last board meeting as Club President and Bob Stein’s last meeting as President Emeritus.

Secretary’s Report: The December report was printed in the January *Mudflap*.

Treasurer’s Report: Submitted electronically.

Restaurant Report: Submitted electronically.

COMMITTEE REPORTS

Marketing/PR: Announcement for the Swap Meet was submitted to Hemming’s Motor News, is already online and should be in the March, April and May editions. Announcements also submitted to the Virginian Pilot and VPCCC. Mark will provide info to the nearby AACA regions. Skip Patnode will submit info to the CCCHR.

Youth Chapter: Bob Parrish said the Tidewater Community College (TCC) Youth Chapter needs at least five members by March 1st for the club’s report to AACA National. He and Melanie are looking for a different approach since TCC leadership doesn’t appear supportive. Melanie suggested approaching high schools such as the Virginia Beach Career & Technical Education Center.

Communications:

- *The Mudflap* newsletter:
 - Mark McAlpine reminded the Activities Committee that he needs the club’s 2015 activities calendar for the February issue.
 - Mark also needs an article from the National Eastern Spring Meet committee for the February issue.
 - To date 13 of 15 advertisers have renewed for 2015
 - Mark thanked members present who have submitted articles and asked others to consider doing so.
- *The Mud Speck* weekly e-mail and club website:
 - Bob Stein received 2014 AACA Webmaster Award
 - Bob added a new “Final Tour” page, memorializing members lost over the years, to the club website. Bob requested members send him photos & info for those they want to memorialize.

Activities:

- January 10, 2015: TRAACA Winter Blast tour to the Mariner’s Museum in Newport News.
- March 7, 2015: TRAACA Annual Swap Meet.
- March 14 or 15, 2015 (date dependent upon availability

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of the Irish band): TRAACA St. Patrick’s Day Party

Restaurants/dinner meetings:

- Saturday, January 24: Annual Awards Banquet and Board Induction Ceremony at Holiday Inn—Norfolk Airport. Board voted to subsidize meals \$15, so cost to members is \$30. (Special menu costs more than usual.)
- Thursday, February 19: Monthly Dinner Meeting at the Holiday Inn, 6:00—8:30 PM. Joe Judge will give a presentation on the history of Norfolk Naval Station.
- Board voted to subsidize the annual Awards Banquet, St. Patrick’s Day Party, and Holiday Party.
- Bob Pellerin is taking over coordinating guest speakers.

Society:

- Report by Jim Villers: 47 members still need to renew, and 1 new member as of January 6, 2015.
- Sunshine Report in *The Mudflap*. The Board is looking for a new Sunshine reporter.
- Jim proposed establishing a club “Activity Passport.” Board favored the suggestion & will discuss further.

OLD BUSINESS

- March 7, 2015: TRAACA Annual Swap Meet.
 - Jim Villers presented report provided by Terry Bond
 - Flyers for swap have been printed, but not mailed yet. The flyer is posted on club website.
 - Already received registrations from two vendors
 - Meeting for Swap Meet organizers and volunteers will be held at Terry Bond’s office on Thurs, Jan 8
 - Neil Sugermeier said he has coordinated with the Ruritan Club’s new manager & the owner of the field we use for parking. Cost for Ruritan Club is \$350 plus \$100 deposit (carried over from last year).
 - Tyler Gimbert said he & Dan Ciccone have volunteered to learn the ropes this year & takeover next year.
 - Jim suggested we consider partnering with another club to help organize & conduct our future swap meets.

[Continued on Page 5]



TRAACA *Winter Blast*

The Mariner's Museum

January 10, 2015

Story and photos by Bob Stein

The TRAACA started the New Year off with a bang on January 10th. More than 40 people and 15 antique vehicles participated in our *Winter Blast* tour to the Mariner's Museum in Newport News, with lunch afterwards at the Al Fresco restaurant.

We started off at the Cracker Barrel restaurant off I-664 in Chesapeake, where some club members showed up early for breakfast. There was an even mix of about a half-dozen vintage and modern vehicles, with Jere and Carol Avenson's 1954 Packard just edging out Andrew Sitar and Brittany White's 1955 Ford F-100 for oldest vehicle at the start of the tour.

"Daddy Dick" Chipchak got us rounded up and on the road by 9:25 AM. We wound along 17N to the James River Bridge and into Newport News via Jefferson Blvd and arrived at the museum shortly after 10 AM. A large contingent of additional TRAACA members and members of the Historic Virginia Peninsula Region (HVPR) met us at the museum, bringing the total to 42! David and Faye Curl snagged oldest vehicle honors overall with their 1931 Ford Model A, while Barry Johnson got oldest HVPR vehicle honors with his 1954 Kaiser Manhattan.

With constant cries of "Children! Children!" Daddy Chipchak herded the cats past the admissions desk. Our

group was so large that we had to break into two different groups for guided tours that covered the new Monitor ironclad display and the other museum exhibits. The Monitor display is an amazing collection of actual and recreated artifacts and sections of the Civil War ironclad. Many items, including a cannon and the Monitor's turret, are currently undergoing fifteen years of desalinization treatment in tanks visible to the public. The second tour provided a brief overview of the remaining museum exhibits, which have been expanded and refurbished.

Following the tours, we headed to the Al Fresco Italian restaurant, which opened especially for the *Winter Blast* tour group. Featuring some of the best Italian cuisine in the area, the restaurant also provided portions generous enough that most folks took home lunch for the next day.

Many thanks to Dick Chipchak and the Activities Committee folks who organized this great start for 2015. Participants in the tour included Jerry & Carol Avenson (1954 Packard Patrician), Terry Bond (1974 MGB-GT), Mike & Lisa Bricky (HVPR), Dick & Holly Chipchak, Keith Colonna (1956 Lincoln Mark II), Faye & David Curl (1931 Ford Model A Sport Coupe), Matt & Vicky Doscher (1965 Ford Mustang), Gordon & Nancy Garnett (1952 Pontiac sedan delivery), John & Lynn Heimerl



TRAACA members gather in the lobby of the Mariner's Museum in Newport News, VA, before beginning a guided tour of the museum

(1964 Ford Falcon Sprint), Barry Johnson (HVPR) and John Zukowski (1954 Kaiser Manhattan), Mark & Marion McAlpine, Dana Meadows and Roy Cunningham (1957 Ford Thunderbird), Skip Patnode (1967 Alfa Romeo Duetto), Tony & Leslie Scarpelli (1962 Imperial convertible), Andrew Sitar & Brittany White (1955 Ford F-100 pickup), Bob Stein (1967 Mercury Cougar XR-7), Neil & Marty Sugermeier, Boyd Swartz, Ken & Barbara Talley, Jim & Betty Villers (1967 Mercedes 230SL), Bill Wilcox, Jim & Becky Woodall and Bob & Ginger Watson. Bob and Dot Parrish (in their 1978 Chevrolet Corvette) joined us for lunch.



Dana Meadows & Roy Cunningham and Dana's 1957 T-bird



One of the ship models handbuilt by August & Winnifred Crabtree



David & Faye Curl



Ship models & figureheads in the museum's Great Hall of Steam



The museum has one of the world's largest figurehead collections

[TRAACA Board Meeting minutes continued from Page 3]

- March 14/15, 2015: TRAACA St. Patrick's Day Party - Bill Wilcox will check on the band and Wes Neal will check on the availability of Westminster-Canterbury.

NEW BUSINESS

- Board voted to donate \$250 to the AACA Library and \$250 to the AACA Museum.
- Jim Villers declined having the club pay his lodging for the AACA Annual Meeting. (The club traditionally has paid for the club president's lodging.)
- AACA National is soliciting donations for the auction at the Annual Meeting. Board supported members making personal donations (versus club purchasing items).

- Board expressed concern about financing for the National meet—sponsor money below expectations so far.
- Board discussed Jeff Locke's suggestion of providing free 1-year AACA & TRAACA memberships to the owner of the Whalebone Club in Corolla, NC.
- Deferred discussion of preparations for National Meet to a separate meeting at the Sheraton Virginia Beach Oceanfront Hotel at 9:00 AM on Saturday, January 17.

The next board meeting will be Wednesday, February 4, 2015, at 6:30 PM at the Holiday Inn—Norfolk Airport.

The meeting was adjourned at 8:08 PM.

Respectfully submitted,
Mark McAlpine



TRAACA Awards Banquet & Induction Ceremony

Saturday, January 24, 2015

Story by Marion McAlpine. Photos by Bob Stein and Mark McAlpine

The TRAACA held its Annual Awards Banquet and Board of Directors Installation Ceremony at the Holiday Inn—Norfolk Airport on January 24, 2015. 74 members participated in the event, which honored TRAACA members who excelled in the hobby over the past year and also installed the 2015 Board of Directors.

Outgoing President Wes Neal officially started the evening with some general announcements and then introduced the evening's special guests, Bill and Karen Holmes. The Holmes are former TRAACA members who now reside in northern Virginia and are the founders of the TRAACA's Holmes/Overland Award. The award has been presented annually for 30 consecutive years to the owner of a 1927 or older vehicle who has participated in the most club and national events during the year.

After dinner, emcee Terry Bond began the 2015 awards presentation. Terry did a terrific job entertaining the members with stories and antidotes. Terry talked of the importance of having fun with our vehicles and keeping the hobby alive. Terry also spoke of the positive effect TRAACA members have had on fellow club members' lives and gave kudos for the strong presence TRAACA has had & continues to have at the AACA National level.

Bill Holmes proudly presented the Holmes/Overland Award to Jim Elliott for his 1903 Cadillac Rear Tonneau car. TRAACA member Frank Stevens, accompanied by his granddaughter Kelli Stamm, was presented a 50-year membership name tag. Jack Blair was also marked 50 years, but was unable to attend the banquet. Five other members (Ron Hartman, Bob and Sylvia Roughton, Bob Stein, and Ken Talley) were honored for reaching the 25-year mark. Toni McChesney was given a special award in recognition for her many years of serving as the club's Sunshine Reporter. Margie Ives, Chief of the Calling Tree, also was recognized and thanked all the Calling Tree Captains for their service to the club. (All the award recipients are listed later in this issue on *The Mudflap* Members Page on Pg. 16.)

Following the awards presentations, soon-to-be AACA National Executive Vice President Bob Parrish installed the 2015 TRAACA Officers and Board. Using a giant spark plug and giving each board member a cardboard number, Bob arranged the members in the firing order of a Chevrolet V-8 engine (1-8-4-3-6-5-7-2). Bob explained that like an engine's spark plugs, the Board must work together in a coordinated fashion to be the most effective.

Wes Neal gave a short farewell speech thanking all the Board members for their service and then turned the floor over to Jim Villers, the club's new President. Jim's speech was also brief, noting that he was looking forward to an exciting time with TRAACA members over the next couple of years.



Twelve past TRAACA presidents were present: (Back Row) Jeff Locke, Bob Parrish, Wes Neal, and Bob Stein. (Front Row) Ken Talley, Mickey McChesney, Terry Bond, Dewey Milligan, and Sam Kern. (Seated) Zelda Lang, Neil Sugermeyer, and Frank Stevens



TRAACA President Wes Neal presenting 25-year member pins to (L-R) Bob Stein, Ken Talley, Sylvia & Bob Roughton. (Ken Hartman also marked 25-years, but was unable to attend.)



Past TRAACA President Frank Stevens, with his granddaughter Kelli Stamm, received his 50-year TRAACA membership pin. (Jack Blair also marked 50-years, but was unable to attend.)



2015 TRAACA Board of Directors with Jim Villers's 1967 Porsche 911 in the lobby of the Holiday Inn. (L-R) Melanie Kordis—Secretary; Jim Villers—President; Skip Patnode; Tyler Gimbert; Wes Neal—President Emeritus; Mark McAlpine—VP; Tim Russell; Marion McAlpine—Treasurer. Not shown: Matt Doscher.



Still Collecting Stuff —

but don't forget Valentine's Day!

By Terry Bond

Every year at this time we try hard not to forget one of the sweetest days of the year—Valentine's Day. It has long been tradition to recognize the love in your life with a bouquet of flowers or, at the least, a special card. It's been that way for a hundred years, and the automobile has played a key role. From simple postcards mailed to distant lovers, to those little valentines you gave to your elementary school classmates, Valentine's Day cards have always been a staple commodity.

For those with a little extra money to spend, or maybe a greater need to impress, the valentines were larger and considerably more elaborate. Some of them unfolded into gigantic size & proportion and were complete with tissue-paper flowers.

The earliest Valentine's Day cards were produced in Europe—mainly in Germany and France. The die-cut, embossed images of lovers in automobiles are among the most valuable today. Survival is low because they are very fragile. The cheaper acidic papers they were produced with are easily damaged by repeated unfolding. I can only imagine the handwork it took to assemble them.

More easily found are simple postcards and the single-dimensional cards produced post-war.

Dating the cards can be difficult, but the earliest cards are heavily embossed, die-cut and made of multiple hinged pieces that result in a multi-dimensional item worthy of display in your cabinet of stuff.

Be cautious, however, as there are reproductions out there. Even Hallmark has reissued some early designs.

I find these cards on the Internet and at antique shows, especially paper and advertising shows. There are several dealers in large antique malls in Pennsylvania who specialize in holiday and seasonal items.

You can expect to pay \$100 or more for the earlier fold-out type cards, but for simple, early postcards a few dollars should buy some cute ones.

So, enjoy the pictures, enjoy collecting, and don't forget your lover! [Editor's Note: Valentine's Day is Saturday, 14 February—don't forget it, guys!]



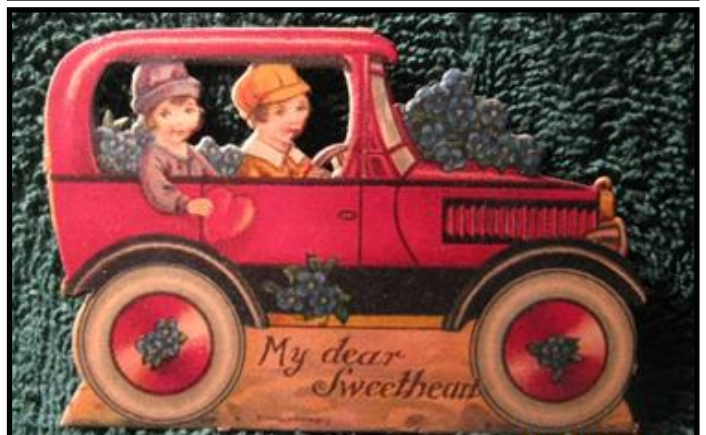
Another example of a beautiful foldout Valentine's Day card



Early motoring-themed Valentine's Day card



Elaborate foldout Valentine's Day card



Simpler, but still exquisite early motoring Valentine's Day card

Caught in the Headlights—TRAACA Members & Their Cars

Bob Stein's 1949 MG TC—"The Red Car Turns Out to be Yellow"

Story and photos by Bob Stein



"Wildflower"—Bob Stein's 1949 MG TC

WAY back in the days when I was attending Fairlawn Elementary School in Norfolk, one of my favorite books was "The Red Car" by Don Stanford. It's about a kid who fixes up a wrecked MG TC and races it in a local road race with the help of a former Bugatti mechanic named "Frenchie." That book made a lasting impression on me, one that stuck with me through more than 120 other cars. However, cost and the inability to maneuver my size 14EEE feet to drive an MG TD (the TC's immediate successor) convinced me that the closest I would get to a TC was a poster hanging on my bedroom wall.

Things changed suddenly in 2008 when Richard Hall bought his TC. I sat in it and found out that the right-hand drive cars have enough room for me to work the pedals. That got me thinking, and a few months later I started looking. At the end of January 2009 I had located several candidate TCs: a one-owner "driver" car in Massachusetts, an older restoration on the AACA Forum, and, popping up at the last moment, an unfinished restoration on eBay. The eBay car was a pale yellow 1949 model, mostly done, with photos and the right words. I checked with the bank to see what I could manage and waited,

At an hour before the auction was over, the bidding was under \$20,000. I was sure that the final bid was going to go well over \$30K, but I put in my max bid of \$25,166 and hit Return with four seconds to go. Five seconds later, the car was mine! That extra \$66 made the difference—someone else had bid \$25,100!

It took a while to get the car moved from Spring Hill, Florida, so I was on pins and needles when the delivery trailer door opened on February 17, 2009, and I saw her for the first time. The car was beautiful. Not without flaws (some well hidden), but far nicer than I had dared even hope. She had near-perfect paint and interior, and was complete and accurate in just about every detail. True, the vinyl top was ratty, some of the minor chrome pieces needed attention, and she wasn't running. But she was so pretty I decided I'd make a stab at an AACA Jun-

ior award in Charlotte NC, on April 4th—just six weeks away. And she also received her name—Wildflower—after a friend's beautiful palomino filly.

There was a lot to do: I replaced a broken rocker arm shaft, bad water pump, and other things to get the car running on March 6th. Richard helped me install a new correct top, which we finished on March 26th. I completed the side curtains on March 29th, and started cleaning.

Neil Sugermeyer took the car down to Charlotte for me, but I was so sure Wildflower couldn't compete against the Jaguar XK120 roadster and other cars she was up against that Neil and I headed home after the show. Linda Pellerin called us to tell me I had gotten my First Junior Award! This meant I had a shot at a Senior Award at the May 29th meet in Gettysburg, less than two months away. If the first 45 days had been busy, the next 60 were insane. I put the car up on jack stands and attacked everything. I got parts in from Australia, England, and all over the United States on a daily basis. Correct headlights, a restored steering wheel, new chrome, and cleaning unlike anything I had ever done before.

Richard inspected my efforts, pointed out some things I still needed to clean, and then announced that I was NOT taking the car up on the open trailer Dewey Milligan had so graciously loaned me—he was taking Wildflower to Gettysburg in his enclosed trailer. Competition was again fierce, and once again I was not expecting to get an award. However, I did stay for the banquet this time, and took home a Senior Award less than three and a half months after the car had been delivered.

That could have been the end of it, but fate had other ideas. I spent most of the next year driving the TC anywhere I could: on tours, rallies, parades, car shows, and pleasure drives. I figured I had done what I could, but then I found out the 2010 AACA Grand National was in



Wildflower's interior—note the right-hand drive

New Bern, NC, just a few hours away. On January 24, 2010, Wildflower went back up on jack stands. A Grand National is a whole new level of competition—and I gave it everything I had. The wheels were powder coated, an original valve cover was restored, and I stripped the engine down and cleaned, painted, and detailed everything.

This time transport was provided courtesy of Bob and Linda Pellerin, who loaned me both an enclosed trailer and a tow vehicle, with Dan Ciccone and Frank Lagana coming to help. The competition was really fierce here, with 14 cars in my class, which included a 1950 Aston Martin convertible fresh out of a restoration shop. All my friends told me how great Wildflower looked, "but that Aston . . . wow!" It was a long night, but when they announced the First Place awards for Class 25A, my name got called. I'm told I leaped up so fast they thought I might launch myself into the ceiling.

The Grand National first marked the end for Wildflower's AACA showing, but she has continued to do well at almost any show I take her to. Most recently, she won Best of Show at the 2014 Classics on the Green import car show in New Kent, VA, beating out more than 40 vin-

tage Ferraris and a couple hundred other classic imports!

However, the real fun for me is taking Wildflower for a romp over twisty back roads, pushing her 1,250 CCs to the limit as I pretend I'm that kid from "The Red Car," heading for the finish line. The "Red Car" turned out to be yellow.



Wildflower's 1,250-cc / 54.5-hp engine—nicely detailed by Bob

Happy 60th Anniversary TRAACA!

(Information provided by TRAACA historian Richard Hall and Lynn Gawel from AACA HQ)

The TRAACA was chartered on February 4, 1955, becoming one of just 34 regions in the country at the time. Since then, the club has grown from 10 members to over 150 today and the AACA has grown to 366 regions.



The Tidewater Region's original Certificate of Charter

Past TRAACA Presidents:

February 1955 – December 1956:	Frank Z. Brill
January 1957 – December 1957:	Thomas E. Moody
January 1958 – December 1958:	Kenneth Wallace
January 1959 – December 1959:	Elliott Wilkins
January 1960 – December 1960:	Justin Derieux
January 1961 – December 1961:	Merritt J. Horne
January 1962 – December 1962:	Frank Blanchard

January 1963 – December 1963:	January Van Buskirk
January 1964 – December 1964:	Raymond S. White
January 1965 – December 1966:	Merritt J. Horne
January 1967 – December 1967:	Frank Stevens
January 1968 – December 1968:	John A. Blair
January 1969 – December 1969:	Leroy Pace
January 1970 – December 1970:	Stephen A. Futrell
January 1971 – December 1971:	John A. Blair
January 1972 – December 1972:	Merritt J. Horne
January 1973 – December 1973:	Bob Flora
January 1974 – December 1974:	Alton C. Mercer
January 1975 – December 1975:	Robert T. Vann
January 1976 – December 1976:	Kirk Schleicher
January 1977 – December 1978:	Ben Buchannon
January 1979 – December 1979:	William E. McClurg
January 1980 – December 1981:	Jeffrey E. Locke
January 1982 – December 1983:	Alton C. Mercer
January 1984 – December 1984:	Dewey S. Milligan
January 1985 – December 1986:	Ivan Joslin
January 1987 – December 1988:	Zelda Lang
January 1989 – December 1990:	Merritt J. Horne
January 1991 – December 1992:	John Thompson
January 1993 – December 1994:	Terry Bond
January 1995 – December 1996:	Ivan Joslin
January 1997 – December 1998:	Neil Sugermeier
January 1999 – December 2000:	Robert L. Parrish
January 2001 – December 2002:	Ken Talley
January 2003 – December 2004:	Sam Kern
January 2005 – December 2006:	"Mickey" McChesney
January 2007 – December 2008:	Riley Best
January 2009 – December 2010:	Linda Pellerin
January 2011 – December 2012:	Robert Stein
January 2013 – December 2014:	Wes Neal
January 2015 – Present:	Jim Villers

The Stahl's Automotive Museum

Chesterfield, Michigan

Story and photos by Mark McAlpine



Stahl's Automotive Museum

Located thirty minutes north of Detroit is a museum with a phenomenal collection of antique vehicles, automobilia, and automated musical instruments. While you may not be familiar with the Stahl's Automobile Museum, you are familiar with the technology pioneered in the 1930s by A.C. Stahl and his wife Ethel, then expanded by their descendants. A.C. & Ethel started Commercial Arts Products out of their garage in 1932, hand-cutting felt letters for uniforms, then developing the processes of die cutting and steam pressing the letters. Since then the family business has gone global and its Hotronics® heat presses & TEK™ heat transfers are used to make almost every sports jersey and heat-applique t-shirt you see.

Sadly, A.C. and Ethel are gone, but the company is still family-owned. Grandson and company Executive Chairman Ted is the car collector, originally storing his cars in St. Clair Shores, Michigan (a northern suburb of Detroit), and occasionally opening his collection to the public. In 2011, the collection was relocated to a former box factory in Chesterfield, Michigan, has expanded since then (probably because Ted has more room now) and is open to the public from 1:00-4:00 PM every Tuesday and, beginning in 2015, from 11:00 AM – 4:00 PM on the first Saturday of every month. Admission to the museum is free, but donations are accepted with all proceeds going to the Wounded Warrior Project. The Stahl's Automotive Foundation was established to “educate, motivate and inspire young people with a passion and appreciation for vintage vehicles and help them to understand their contribution to the development of the car industry as well as their impact on society, history and everyday life.”

When we visited the museum on Tuesday, December 30, 2014, there were over 80 cars and trucks on display, plus several early carriages, a few vintage motorcycles, numerous vintage gas pumps, dozens of porcelain steel and neon automotive signs, a collection of vintage hood ornaments, a replica “Bob's Big Boy” diner, and over fifteen automated musical instruments including a huge 1924 Mortier dance hall organ. About three-quarters of



1904 Oldsmobile Model 6C Curved Dash Runabout



1909 Carter Car



1913 Woods Mobilette staggered seat roadster

the vehicles are pre-WWII, with the newest cars being a 1964 Chevrolet Corvair Monza and 1964 Amphicar 770. (A 1967 Pontiac GTO is supposed to be added soon.) Many of the early era vehicles are cars rarely seen or even heard of by many visitors: Carter Car, Paterson, Jewett, Kissel, Rauch & Lang, Haynes, etc. All the vehicles look like AACA Grand National Award winners, with the exception of a 1912 International Harvester M-W Delivery Car which is in great shape, but is an unrestored “survivor” presumed to have the original paint, seats, top and finish (and so could win an AACA Original Historic Preservation of Original Features award). The volunteers are extremely friendly and knowledgeable, and if you ask nicely they’ll open vehicles to provide you a better look.

Every vehicle in the Stahl’s Automotive Museum deserves to be featured in our newsletter, but space permits me to only highlight a few. Marion and I would be happy to show you the photos we took of the museum (over 250), but, better yet, go visit it yourself. You’ll be as impressed as we were. Thank you Mr. Stahl for preserving these historic classic vehicles and allowing the rest of us to enjoy seeing them! How about bringing a few of your favorites to the 2015 AACA Eastern Spring Meet that we’re hosting in Virginia Beach this spring?

For more information on Stahl’s Automotive Museum, checkout their website at <http://stahlsauto.com>.



1929 Durant



(Left to right) 1925 Kissell Speedster, 1914 Stutz Series 4E Bearcat, 1922 Mercer Runabout, and 1927 Essex Super Six Speedabout



1909 Austin Model 60



1937 Pierce Arrow Travelodge—believed to be 1 of 12 in existence



1919 Meistenhelder Roadster—1 of 4 concept vehicles built by Meistenhelder Autobody Works and the only one known to survive



1948 Chrysler Town & Country with Mortier organ in background

Ashley—The Woodie in the Barn

Story and photos by Dana Meadows



“Ashley” after being cleaned up and refreshed mechanically

In October 2010, my wife Debbie and I were walking around the AACA Fall Meet in Hershey when Debbie spotted a flyer in one of the vendor tents showing a 1947 Chrysler Town and Country sedan for sale. The vendor explained that the car had belonged to his father-in-law, but the man had died about five years ago and now his mother-in-law wanted to sell it. The vendor said that the car was in New Albany, Indiana, and my first thought was “Man, I wished I had known about this Woodie a few months ago” because we had attended the AACA 75th Anniversary Meet in Louisville, Kentucky, which is right across the Ohio River from New Albany. It would have been easy to go see the car.

Upon returning home from Hershey I called the mother-in-law and found that she had no knowledge about the car other than thinking it was made of solid gold. She suggested that I talk with her adult daughter. The daughter did not know much more than her mother, but she, too, believed I would need to be Howard Hughes to afford the car. (Boy, way too many people get an inflated idea of the value of their antique cars from watching those car auctions on television!) I asked the daughter a few questions about the car and she called me a few days later with the answers. She also e-mailed me photos of the car.

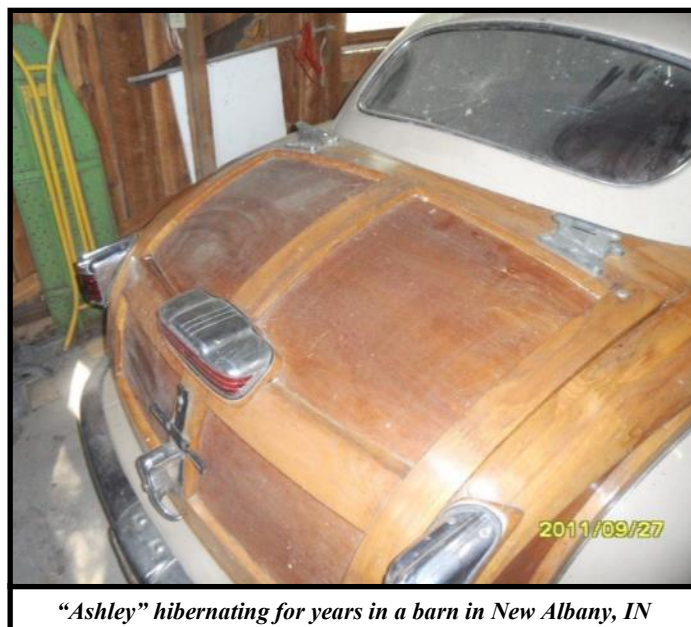
The photos were underwhelming. They showed a Woodie in a barn, covered with dirt, a moldy interior, and four flat tires. After several more e-mails and phone calls, back and forth with the daughter, I decided these two ladies should keep their car if they were convinced it was worth that much. I’ve owned my 1949 Packard Woodie since 1994 and been a member of the National Woodie Club since then. I follow Woodie sales closely, so I have a feel for the price of these cars, and this 1947 Town & Country was nowhere within reason. So I forgot about the car.

Fast forward to September 2011. Debbie and I were on a driving tour of the Rocky Mountain states, and I called the daughter to see if they still had the car because we would be passing near New Albany on our way home. (I had given up on purchasing the car, but still wanted to see it.) “Yes, we still have the car,” said the daughter. In

fact, they had done nothing to sell it—no ads—nothing. Well, if nothing else, maybe I could tell them where to advertise it. Even with our GPS it took a while to locate the owners’ home as it was on a country road, hidden on the side of a hill, behind a forest of trees. The car was in a barn up the hill from the house. We had to move a bunch of stuff away from the car to see it well, and I thought Mike and Frank from “American Pickers” would be arriving at any moment.

As underwhelming as the photos of the Woodie were, it was in much better condition than I had imagined. The wood was all there and in excellent shape except for some blisters on the front passenger door panel veneer. The car had been repainted since leaving the factory, but the bird droppings and barn roof leaking onto it had not improved the paint quality. The interior had been replaced and looked really nice except for the fine covering of mold (in a non-factory color) on everything. Opening the door was a mistake. Whew—that thing stunk! Opening the trunk resulted in the same assault on our noses. The engine bay seemed to have all the parts without any obvious holes, but there were a lot of mouse calling cards. I crawled underneath the Chrysler and everything was covered by a thick layer of mud as if someone had driven it through a freshly plowed field, but all the pieces seemed to be there. I searched very carefully for rust and only found some minor surface rust. Wow, this was a much better car than we expected.

I took a few pictures of the Woodie, then Debbie and I thanked the owners for allowing us to see it and we drove away. However, before we left, I made an offer for the car and the two ladies said to call them back within a few days for their answer. I knew my offer was way too low, but I hoped to get them down from their stratospheric



“Ashley” hibernating for years in a barn in New Albany, IN

price of a year ago. As Debbie & I drove back to Virginia Beach, we discussed the car and lamented about it just sitting there deteriorating, but it was not worth what the ladies wanted.

A few days later, I called the daughter and was surprised by her counteroffer—they offered the car at less than half of what they asked a year ago! I accepted and told the daughter I would be there on Monday, October 3, 2011, to pick up the car. (I was headed to the Indy Car Race at the Kentucky Speedway on October 2, so it was just a matter of arranging for a car carrier to pick up the car on Monday. My best friend from college days, Jay Stormont of Dayton, Ohio, was going to the race with me and said he would help get the car onto the trailer. The only problem I foresaw was missing the AACA Fall Meet at Hershey for the first time in about fifteen years.)

Sometimes things just don't go your way. Jay and I arrived early on Monday morning and went to work. We inflated the Chrysler's tires, moved tons of stuff out of the way, pushed a 1927 Studebaker roadster (also for sale) out of the barn, and then found that we couldn't budge the Woodie. We jacked up the car and found the front brakes locked-up. The daughter called a friend with a four-wheel drive truck to come pull the car out. After several attempts the truck was finally able to drag the car out of its resting place. It was late in the day by this time, and the carrier had still not arrived. I called and found my chosen carrier also worked the e-mail trade from Nigeria offering quick fortunes for a small investment. I contacted another carrier who said he could be there Tuesday evening.

Jay and I returned to our motel, and I searched the Internet for ways to unlock the brakes. None of the suggestions seemed useful, so I decided that gently tapping the brake drum flange from the back side of the brake should work. The next morning, after liberal shots of WD-40 around the back side of the drums and about a half hour of tapping each one, the drums came off. We removed the brake shoes, placed the wheels back on the car, and were ready to roll! The parking brake worked, so we gently rolled the car down the hill to the road and waited for the car carrier to arrive. With the Woodie safely in the enclosed trailer, Jay headed back to Dayton and I to Virginia, arriving home the next day, Wednesday, October 6.

The carrier also arrived in Virginia Beach the next day. It was too long to turn the street corners in my area, so the driver unloaded the Town & Country just inside the neighborhood's entrance, about a quarter mile from my home. Another great friend, Mike Stafford, came to the rescue with his pick-up truck, a tow rope and an easy pull to my house. Debbie and I washed the mud from the Woodie's undercarriage and all the junk off its body, and drafted two young neighbors to help us get the Woodie into my garage and onto the lift. Just washing the car made it look so much better, but cleaning the interior took the better part of a week. The smell lingered for over half a year, but finally subsided.

The first mechanical issue I tackled was the brake system. I kept the brake pedal, brake backing plates, and brake drums, and replaced everything in between. The gas tank had about two quarts of rust and several pinholes and was removed for repair. I replaced the fuel lines and fuel pump. Surprisingly, the carburetor wasn't full of rust and only needed to be cleaned. I told Debbie I would have the car running by the end of the year, and I did—on December 30, 2011, I started the Woodie! A few days later I took my first test drive in the car.

Debbie and I name all our cars, and the proper name for the T & C was very obvious to us. The dark wood panels on the car are all mahogany while the trim and structural wood is ash, so we named our true barn find Ashley.

Epilogue, Autumn 2014: Debbie and I are moving to California to be closer to Debbie's grandson, so we decided to sell Ashley. I drove Ashley to the AACA Fall Meet at Hershey (365 miles) and placed him in the car corral. He sold on the second day to a museum in Galax, VA—Old Cranks Motorcar Museum & Ice Cream Shop. The new owner drove Ashley to Galax, approximately 420 miles, without any problems.



"Ashley's" interior after being cleaned (and fumigated)



"Ashley's" voluminous backseat after being cleaned



Hotels at the **The AACA National Eastern Spring Meet** **Virginia Beach, VA—Hosted by the TRAACA** **April 30—2 May 2015** **By Marion McAlpine**

The TRAACA is getting ready for the AACA National Eastern Spring Meet we're hosting on 30 April to 2 May in Virginia Beach. Our host hotel is the Sheraton Virginia Beach Oceanfront located at 3501 Atlantic Avenue, Virginia Beach, VA. The Sheraton is an attractive hotel located at the northern end of the Virginia Beach Boardwalk with direct access to the ocean. Amenities include a fitness center, meeting facilities (where many of the Meet events will take place), indoor and outdoor pools, and two dining facilities, plus it's pet friendly.

The Sheraton is offering special rates for the meet: \$159.00/night (1-2 occupants) with full and partial ocean views. (Remember to tell them you're with the AACA show!) There is free covered parking across the street for hotel guests and complimentary valet parking.

Three nearby hotels are partnering with us to handle overflow: the Holiday Inn—North Beach, the Oceanaire Resort Hotel/Ocean Beach Club, and the Hilton Oceanfront. The Holiday Inn North Beach is located at 3900 Atlantic Avenue. It has 5 pools, 3 restaurants, a fitness center, a small movie theater and a kids' activities room with two live African turtles, Tink and Tonk (which the hotel adopted off the beach many years ago). Rooms

for the Meet are \$159.00-169.00/night (1-2 occupants).

The Oceanaire Resort Hotel at 3401 Atlantic Avenue is the third tower of the Ocean Beach Club complex at 3421 Atlantic Avenue. Meet participants staying at either hotel can enjoy the amenities of both. The two facilities offer high-end rooms & suites with kitchens/kitchenettes, ocean views, a fitness center, 4 pools including an adult-only indoor infinity pool. They also have a children's game room, sun deck and restaurant. Room prices for the Meet range from \$159.00-199.00/night (1-2 occupants). Self-parking is \$8.00/day; valet parking is \$16.00/day.

The Hilton Virginia Beach Oceanfront is located at 3001 Atlantic Avenue. The hotel's amenities include an indoor pool & outdoor rooftop pool, a fitness center, some rooms with ocean views and a restaurant on the premises. Rooms range from \$179.00 (superior level) to \$249.00 (club level)/night (1-2 occupants). It appears that Club-level rooms come with additional perks. Parking is \$8.00/night, \$16.00/night for valet.

Anyone coming to the AACA Eastern Spring Meet has several great choices for hotels. Guests staying at our host hotel or partner hotels will be near all the Meet activities plus the fun and festivities of Virginia Beach.



Our Host Hotel—The Sheraton Virginia Beach Oceanfront Hotel



The Oceanaire Resort Hotel



The Hilton Virginia Beach Oceanfront



The Holiday Inn Hotel & Suites, Virginia Beach—North Beach



Happy, Healthy, and Successful New Year!

By Steve Moskowitz, Executive Director
(Reprinted from the January 2015 AACA *Speedster*)



Did you make any New Year's resolutions? About 45% of Americans make resolutions each year, but only 8% of those people are successful in achieving their resolutions. The top 3 resolutions people make are:

1. Lose weight.
2. Get organized.
3. Spend less, save more.

These are all good resolutions, but I think the reason most people fail is because their resolutions are general and not about something they are passionate about. Lose weight. . . . Does that mean 10 pounds or 100 pounds? Get organized. . . . Does that mean your entire life or just the kitchen pantry? Spend less, save more. . . . Can anyone really get passionate about spending less, which more likely means giving up something?

Never fear—it's not too late to make a resolution that you know you will achieve! Let's pledge together right now to make an AACA-specific resolution—here are some samples to get you started . . .

1. I will attend the _____ meet/tour in 2015.
2. I will volunteer to help my local AACA chapter/region with _____.
3. I will submit a member story to be run in *The Speedster* in 2015.
4. I will schedule _____ hours a week/month to work on my _____ (antique car).

Be passionate about your resolutions—make them about something you care about & make them specific—and I know each of you'll be successful this year!

(Statistics are from the Journal of Clinical Psychology, 2014)

Judges' Corner

By Mark McAlpine

As we begin the new year and prepare for the 2015 car season, here are a few reminders for members who are AACA judges:

- Per the AACA Judging Guidelines, you must attend a Judging School before you judge for the first time this year. (You can do this by attending the AACA Annual Meeting in Philadelphia or at the first meet you attend this year.)
- Remember to get a copy of the 2015 Judging Guidelines *and read them!* (There usually are a few tweaks/minor changes every year—stay current!)

If you haven't judged before, give it a try at the AACA Eastern Spring Meet the club is hosting on 30 April to 2 May in Virginia Beach—you'll enjoy it, and it won't get any easier than being able to do it in your own backyard.

Calling All TRAACA Members!

You can have your car featured in the program for the AACA Eastern Spring Meet, which the TRAACA is hosting in Virginia Beach on 30 April—2 May. For a limited time only, we will be accepting photos of members' vehicles for publication in the official National Meet Program. A special order form will be available soon on the club website and at our monthly dinner meetings. There will be a nominal charge to help offset the printing costs, but what a great opportunity this is to highlight your pride and joy in our National Meet program! More info to follow. — Terry Bond



AACA Calendar of Events

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

FEBRUARY 2015

12-14 AACA Annual Meeting
Philadelphia, PA

MARCH 2015

6-8 Winter Meet
San Juan, Puerto Rico

18-21 Dual Grand National Meet
and Western Spring Meet
Tucson, AZ

APRIL 2015

9-12 Southeastern Spring Meet
Charlotte, NC

30- Eastern Spring Meet
2 May Virginia Beach, VA

MAY 2015

30 Apr- Eastern Spring Meet
2 May Virginia Beach, VA

4-6 SE Divisional Tour
Knoxville, TN

7-9 Special Spring Meet
Auburn, IN

JUNE 2015

4-6 Central Spring Meet
Independence, MO

JULY 2015

16-18 Southeastern Fall Meet
Louisville, KY

27-31 AACA Vintage Tour
Lancaster, PA

AUGUST 2015

25-27 Western Divisional Tour
Northern California
Santa Rosa, CA

30 - AAA Revival Glidden Tour
4 Sep Chickasha, OK

SEPTEMBER 2015

30 Aug AAA Revival Glidden Tour
4 Sep Chickasha, OK

14-18 AACA Founders Tour
Northeast Ohio

OCTOBER 2015

7-10 AACA Eastern Fall Meet
Hershey, PA



TRAACA MEMBERS' PAGE

Welcome to Our New Members!

Patrick & Sandra Smith
 Hampton, VA
 - 1963 MGB
 - 1966 MGB

Members celebrating anniversaries in February



Curtis & Sheryl Cook
 Alan & Margie Ives
 John & Marie Gancel



Sunshine Report

Condolences are extended to the following members who recently lost loved ones:

- **Jean Weddle**, wife of former member Bill Weddle and long-time TRAACA member, passed away on Jan 19th

Our thoughts and prayers go out to the following members:

- **Jack Blair**, had heart valve replacement surgery on Jan 30th. Surgery went well and he is out of the ICU.
- **Bob Hanbury** had cataract surgery & it went well.
- **Ivan Joslin** continues his recovery from hip surgery and is undergoing physical therapy at home in *The Villages*.
- **Dick Pensyl** continues to convalesce at home.

Please provide updates on the health of TRAACA members to Toni McChesney at 456-2806 or toni56chev@cox.net.

Members celebrating birthdays in February



Thomas Allan
 Sue Bond
 Angie Ciccone
 Roy Cunningham
 John Gancel
 Joyce Howard
 Tim Hund
 Theodore Knight
 Al Mercer
 Alexander Nazaruk
 Linda Pellerin
 Frank Stevens, Jr.



WANTED: New "Sunshine Report" Coordinator

Toni McChesney has been our "Sunshine Report" coordinator for a number of years and is ready to hand off the responsibility. We need someone else to take on this important position and help keep club members informed about the health of their fellow members. If you want to volunteer, please contact Jim Villers.

TRAACA Annual Award Winners

- Bartlett Bowl: Jim Elliott
- Beaulieu Cup: Jim Elliott (1903 Cadillac Rear Entrance Tonneau)
- Century Award: Terry Bond's 1914 Model T touring car and Jim Elliott's 1903 Cadillac
- Century Participation: Jim Elliott (1903 Cadillac)
- Ed Lail Restoration Award: Wes Neal (1966 Mustang)
- Holmes-Overland Award: Jim Elliott (1903 Cadillac)
- Ivie Lister Award: Susan and Terry Bond
- Lalique Award: Marie and John Gancel
- Merritt Horne Participation Award: Marty and Neil Sugermeyer
- *The Mudflap* Newsletter Award: Terry Bond
- President's Award: Bob Hanbury
- Sparkplug Award: Bill Wilcox
- 25-Year TRAACA Members: Ron Hartman, Sylvia and Bob Roughton, Bob Stein, and Ken Talley
- 50-Year TRAACA Members: Jack Blair and Frank Stevens

Special plaques were presented to the following members:

- Kit Lawrence (absent) for his term as Club Treasurer
- Toni McChesney for her years of service producing the club's Sunshine Report;
- Bob Stein upon ending his term at President Emeritus



Bob Parrish being congratulated by TRAACA members Melanie Kordis (L) and Nancy Soscia (R) for his selection by the AACA National Board of Directors to be the AACA Executive Vice President for 2015 (lining him up to be the AACA President in 2016). Congratulations, Bob, for the well-deserved recognition!



Richmond Region AACA
**Winter Swap Meet
 and Car Corral**

Saturday, February 28, 2015

8:00 AM—2:00 PM

AACA Shriner's Activity Center
 1712 Bellevue Rd, Richmond, VA

Free Admission!

For more info: www.richmondaaca.com



Tidewater Region AACA
**TRAACA Annual
 Swap Meet**

Saturday, March 7, 2015

8:00 AM—3:00 PM

Hickory Ruritan Club
 2752 Battlefield Blvd, Chesapeake, VA

Free Admission!

For more info: http://local.aaca.org/tidewater/swap_meet.htm

Do you enjoy the club's annual swap meet? It's been a Tidewater Region tradition for many years and has always been our "spring break" as it is one of the first events of the year. It's not only a great time to sell a few extra car parts, but a chance to find some things you need. More than that, it's a grand social affair that we host for the local old car hobby and brings people from across Hampton Roads together in a fun atmosphere. As car hobby leaders, the TRAACA originated and has always hosted this local swap meet, and it's a major fund-raising activity for the club.

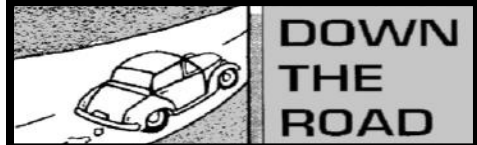
However, the swap meet doesn't happen without the hard work of our members. We need your help for an hour or so to help lay out things the day before the event and set-up, check-in vendors, direct parking, run the food concession and bake sale, or clean up on the day of the event.

Please support the club by volunteering to help—we need your help for our Swap Meet to be a success. To volunteer, please call either Terry Bond at (757) 482-5222 or Neil Sugermeyer at (757) 486-5456. Thank you!

Information and vendor registration forms for the Swap Meet are posted on the club website: http://local.aaca.org/tidewater/swap_meet.htm.

See you at the Swap Meet on Saturday, March 7, 2015!

Terry Bond



Other Regional/Local
 Events

FEBRUARY 2015

28 Richmond Region AACA
 Annual Swap Meet
 Richmond, VA

MARCH 2015

27-28 Sugarloaf Region AACA
 45th Annual Antique Car
 Show and Swap Meet
 Westminster, MD

APRIL 2015

9-12 AACA Southeastern Spring
 Meet & Charlotte Auto Fair
 Charlotte, NC

22-26 Spring Carlisle
 Carlisle, PA

26 Piedmont Region AACA
 41st Annual Carfest
 Charlottesville, VA

MAY 2015

9 Shenandoah Region AACA
 57th Apple Blossom Meet
 Winchester, VA

22-23 ODMA Meet
 Hosted by Waynesboro-
 Staunton Region AACA
 Staunton, VA

23 Tri-County Region AACA
 22nd Memories on Main St
 Galax, VA

JUNE 2015

5-7 Carlisle Ford Nationals
 Carlisle, PA

6 Historic Fredericksburg
 Region AACA Annual Show
 Fredericksburg, VA

26-28 Carlisle GM Nationals
 Carlisle, PA

27 - Lincoln Highway Tour
 8 Jul Detroit to San Francisco

There are slim pickings for car shows over the next two months. Take advantage of the time to work on your vehicles & finish projects.





EDITOR'S DESK

Mark McAlpine

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

Wow! On February 4th our region celebrates its 60th anniversary. (Finally—something that's older than me!) That's quite an accomplishment, especially when you consider that the national AACA celebrates its 80th anniversary later this year. The AACA expanded from 24 regions in 1954 to 34 in 1955, and we were one of them. (All but 3 of those 34 regions still exist—somehow the El Camino, CA, Greenwood Lake, NY, and Ozark, MO, regions fell by the wayside since then.) From a half-dozen old car enthusiasts who gathered in Thomas Moody's Mobil gas station on Virginia Beach Blvd in Norfolk to work on and talk about their cars (based on our club's history, I'm guessing there was food involved, too, and maybe even some cold beverages) deciding to start an AACA region, to our region's first ten members holding their first monthly meeting on March 24, 1955, at the old Newport News Armory Building, the Tidewater Region has grown to over 150 dues-paying members and is one of the largest and most respected regions in the AACA. (Marion and I extend our sincere thanks to our friend Franklin Gage for introducing us to the TRAACA.)

The TRAACA is very active and a leading organization at both the local and national levels. With Bob Parrish stepping up this year to be the AACA's Executive Vice President (which puts him in line to be the President in

2016), the TRAACA will have the honor of having three national presidents in six years: Terry Bond in 2010, Tom Cox in 2013, and Bob Parrish in 2016. Our contributions to the hobby can be seen in the vehicles our members have restored and preserved (and in the banners hanging in the AACA Museum in Hershey).

With our region's history we have a reputation and a lot of responsibilities to live up to, and we have the opportunity to do just that this spring when the TRAACA hosts the AACA's Eastern Spring Meet on 30 April – 2 May. Visitors from across the country, and even some from outside it, will be coming to Virginia Beach to attend *our Meet*. There are a lot of things that still need to be done in preparation for the Meet and lot of things that will need to be done during the Meet. Please raise your hand and volunteer to help however you can. It's going to take the efforts of all of us working together as a team of friends to make the Meet a success.

Yes, the Eastern Spring Meet will be a lot of work, but we need to remember what both Terry Bond and our new club president—Jim Villers—said at our 2015 Awards Banquet last Saturday: find a way to contribute however you can towards the club and the hobby, but remember to have fun while doing it. We're amongst good friends in the TRAACA and AACA, friends who share at least one common interest—the love of classic vehicles. So let's spend some time together this year having fun and enjoying those vehicles. Marion and I look forward to seeing all of you at some of the club activities this year and on the show field.

Mark Mc

The Complete Toolbox

Tools every mechanic should have in his/her toolbox.

Use this universal hubcap removal tool to avoid damaging snap-on trim rings or painted hubcaps (such as occurs when using a screwdriver to pry them off) when you remove them from classic-era and newer automobiles. This non-marring polyethylene tool is available for \$12 each or two for \$20, postage paid, from the Indiana Region of the Classic Car Club of America (CCCA), c/o John Klein, 4343 N. Meridian St., Indianapolis, IN 46208.

(Suggested by Bob Woolfitt)



FEBRUARY DINNER MTG

Our February dinner meeting is at the Holiday Inn—Norfolk Airport on Thursday, February 19th. Joe Judge, the Curator at the Hampton Roads Naval Museum, is our guest speaker and will talk about the history of Norfolk Naval Station. Dinner will be Chicken Marsala, Sliced Roast Beef with gravy, house salad, roasted red skin potatoes, vegetable medley, and dessert. Social hour starts at 6:00 PM; dinner begins at 7:00 PM. Bon appetit!

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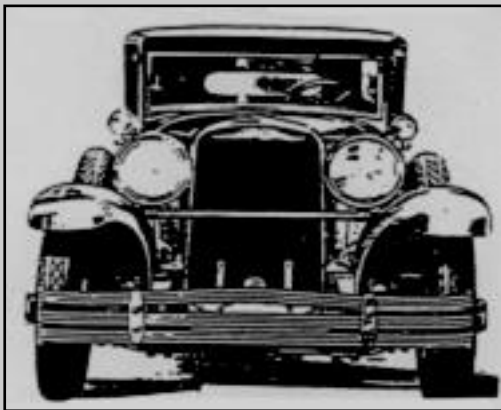
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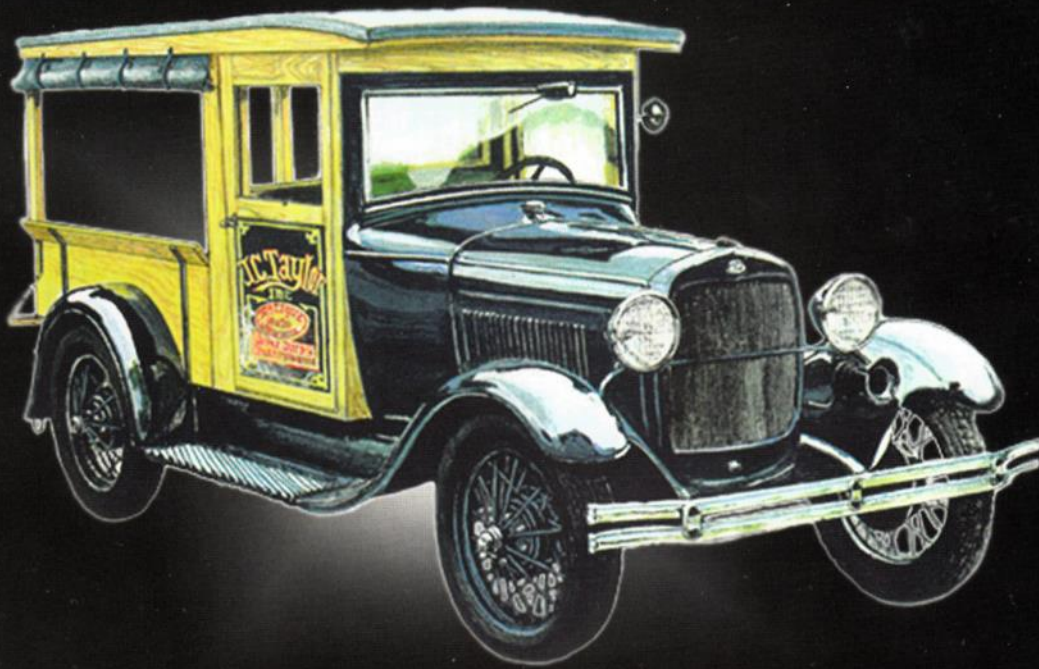
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