



Mudflap



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

Volume 71, Issue 3

March 2025

Meet Tom and Connie England and their fabulous 1924 Chevy. This car received a Tidewater Region Century award at this year's Awards Banquet. It's also received numerous other awards, too, including some best-in-show trophies in local events. It's a great car that checks all the boxes for me – it's an early car, it's owner-restored, and it's shared with others at shows and other events.

Terry



The Timeless Journey of a 1924 Chevrolet Tom and Connie England

Introduction

The 1924 Chevrolet stands as a testament to the enduring appeal of classic American automobiles. Born in an era marked by innovation and the roaring twenties, this vehicle encapsulates the spirit of a bygone age. The 1924 Chevrolet has traversed over a century of automotive evolution, leaving an indelible mark on history.

The Birth of the 1924 Chevrolet

In the early 1920s, the Chevrolet Motor Company was keen on establishing itself as a formidable competitor to the dominant Ford Model T. Under the leadership of William C. Durant, Chevrolet embarked on a mission to produce vehicles that combined affordability with style and reliability. The result was a lineup of cars that quickly garnered a loyal following.

The 1924 Chevrolet was part of the Superior Series, specifically the Superior F model. It featured several advancements over its predecessors, including a more powerful engine, improved suspension, and enhanced comfort for passengers. The vehicle was available in various body styles, such as the Touring Car, Roadster, Coupe, and Sedan, catering to a diverse range of customer preferences.

Design and Engineering

The design of the 1924 Chevrolet was a reflection of the elegance and sophistication of the era. With its sleek lines, polished chrome accents, and distinctive radiator grille, the car exuded a sense of modernity and style. The Superior F model was powered by a 171 cubic inch, four-cylinder engine that produced 26 horsepower. This engine, combined with a three-speed manual transmission, offered a smooth and reliable driving experience.

The release of the 1924 Chevrolet had a profound impact on the automotive industry. It marked a shift towards more accessible and versatile vehicles that catered to a wider audience. Chevrolet's commitment to affordability without compromising on quality resonated with American consumers, propelling the brand to new heights.

In addition to its commercial success, the 1924 Chevrolet played a pivotal role in shaping the future of automotive design and engineering. The vehicle's emphasis on comfort, safety, and performance set new standards for the automotive industry. It also paved the way for future innovations, influencing the development of subsequent Chevrolet models and other vehicles in the market.

The New Journey

The journey of our 1924 Chevrolet Superior began in the spring of 1924 in Tarrytown, New York. After rolling off the assembly line at the Tarrytown NY Chevrolet Production line, the car traveled a short distance to a humble beginning in Massachusetts. In the early 70's my uncle, Dr. Wayne Currey, purchased the car from the original family and shortly afterwards moved the car to Hawthorne, Florida after taking a job at the University of Florida. Somewhere around 1976, while driving in a parade in Jacksonville, Florida, the old girl died and refused to start. Wayne had the car towed home and parked it in the back of a barn surrounded by his modest collection of antique tractors and there she sat, lost and forlorn as her touring days came to an end.

Fast forward to Christmas 2006, my Wife Connie and I were visiting Wayne and his wife for the holidays. While perusing his fine collection of antique tractors, I noticed the tip of an out-of-place fender peeking out from an old canvas tarpaulin. Curious, I wandered over and lifted the tarp for a quick peek. To say I was surprised at what I saw was an understatement! I oohed and aahed quite a bit while marveling at how old yet complete the ole girl was still. I soon forgot about it and as I was still in the Active-Duty Navy, other responsibilities took precedence, and I quickly forgot about the old car.

A few months later we were expecting Wayne and his wife Ruth to visit us in Chesapeake, Virginia for a few days while on their way to Delaware. As I greeted Wayne at the door, he smiled in his own mischievous way and said, "follow me" and quickly headed back outside. When I rounded the corner of the house I was blown away as I saw the car loaded on the back of a trailer. Wayne turned to me and said, "I'm giving the old girl a new home as I know she will be treated well! To say I was blown away is an understatement! We unloaded the car, and

my first task was to wash away 50 years of dust and grime before I pushed her back into my garage.

The Restoration Begins

Not being one to sit idle for very long, I immediately began the detailed task of disassembly, cataloging and the bagging & tagging of fasteners and the many parts. Taking an old car apart is a bit like being an archaeologist; if you pay close attention to the details, you can determine a lot of history including maintenance and repairs over the years as well as modifications and changes made by previous owners. Unfortunately, not all of them are positive, although well-meaning and sometimes driven by expediency or frugality.

I stripped the car to the bare frame and sent the frame, suspension and running gear parts out to be blasted and powder coated. While that was being processed, I broke the engine down and began the overhaul process. Fortunately, the Babbitt bearings were still in very good condition and did not require re-pouring and shaping of new bearings. I had the block hot dipped, cylinders honed, crankshaft polished and a complete head job before I began the rebuilding process. The original camshaft and lifters were completely shot but I found a place in Oregon that was able to weld and regrind the cam to the original factory specs along with a set of NOS lifters located on eBay, still wrapped in 1932 newsprint! After the motor overhaul, I began the rebuilding of the complete rolling chassis and miscellaneous items that consume a lot of restoration time but provide an immense enjoyment when completed. Scarce parts were often found by scouring the internet auction sites and vintage car suppliers like Gary Wallace, one of the few part sources for these old cars.



While waiting on miscellaneous body and suspension parts, I began the tedious job of replacing all the wood in the body which took the better part of 2 years as I chipped away during numerous deployments in the Navy. Some of the more complicated joinery in the body was sent out to Bill Cartwright of Autowood. To say his workmanship is impeccable is an understatement! As this is an open car, years of exposure to rain and moisture completely rotted the lower 4 inches of the body line where the sheet metal meets the frame rails and sill plates. The rotted sheet metal was cut out and replaced with new metal and the panels and then the sheet metal components were meticulously nailed to the new wood frame. The structural strength of the sheet metal nailed to the wood body is surprisingly strong and rigid. When we lifted the body to mate with the completed running gear there was virtually no flex in the body.

After the assembly of the body and chassis, I began on the long and labor-intensive job of preparing the body for paint. I lost count of the hours sanding and re-sanding the body until it was as smooth as glass. As we intended to paint the car the original color of black, even the tiniest of blemishes needed to be removed, as black is probably one of the hardest colors to prep for paint. A lot of time was spent researching and deciding on the type of paint and in the end, I decided to go with what would last the longest! While Lacquer Paint would have been correct, I decided to go with Base/Clear as it was not only a more affordable paint process it would hopefully give the old girl quite a few years of shine in her life. I've had a few folks make comments that the car is "too shiny" but that hasn't stopped her from winning several awards including a "best of Show" in a local venue last year.

The final stage of the restoration was clearly the most fun. Anyone who has spent time on an automotive restoration project has at one time or another reached a mid-point where they questioned their sanity for ever beginning the project. But once the final assembly begins, the excitement really starts to build as you can begin to see your vision come to life. The car was sent to Paul Cho of NEWPCI in Virginia Beach, Va for the complete upholstery including convertible top, seats and door panels. Paul's meticulous work is nothing short of spectacular! I provided Paul with a rather large collection of

very specific details and fabric selections to ensure the car was as close as possible to the original design. Even with all of the excruciating details I provided, Paul came back several times with even more questions to ensure the final product was as near to perfect as possible. If you have a special upholstery project that you wouldn't trust to just anybody, Paul Cho is your man! The final details to complete the restoration were the exact replication wiring harnesses produced by Narragansett Wiring and all of the Nickle Plating by Royal Silver Plating in Norfolk, Va as Chrome plating was not used on automobiles until Oldsmobile in 1926.



The entire restoration took a little more than 7 years to complete. Much of that time was spent foraging for parts or researching technical data to ensure the car was as close as possible to when it rolled off the assembly line in 1924. I even reached out to the General Motors Heritage Museum located in Sterling Heights, MI. I also found quite a bit of information in the GM archives which proved to be quite valuable during the restoration process.



And finally, I owe a lifetime of gratitude to my lovely Bride who supports and encourages my affliction with automobiles and tools! How many spouses would allow you to store completed fenders, headlight assemblies and other car parts in a spare bedroom just to keep them from being scratched or damaged! What a gal!!

Conclusion

The 1924 Chevrolet is more than just a car; it is a symbol of an era defined by progress, innovation, and the pursuit of excellence. Its journey through history is a testament to the enduring legacy of Chevrolet and its commitment to producing vehicles that stand the test of time. As we look back on the remarkable story of the 1924 Chevrolet, we are reminded of the timeless appeal of classic automobiles and the lasting impact they have on our collective heritage.



Ramblings from the President

Wow!! What a day! Saturday's Annual Swap Meet proved to be a very successful start to the season for automotive hobbyists. Please enjoy the pictures and articles elsewhere in this newsletter.

And - I survived. Being swap meet chair continued to be rewarding for me. Starting with what I feared was a limited number of volunteers on this year's team, I ended Saturday with all the right people in the right places.

Thanks to the many members who volunteered, shopped, and otherwise participated. We had nearly 50 members present to enjoy the day. Special thanks to Jerry Adams for registration, Chris Ciccone and her volunteers for the bake sale, and Skip Patnode, Barry Basnight, Harry Park and others for field layout and vendor assistance.

This is what it takes to make each event rewarding for participants, an active team to plan the details.

The Old Dominion Meet Association (ODMA) has announced that the 2025 ODMA meet will be held Saturday, May 17, at the Keystone Tractor Museum in Petersburg, Virginia. The ODMA is also inviting Tidewater Region to host the meet in 2026. You will hear more about this later.

Bringing my ramblings back to active volunteers, my focus for the near future will be to find a leader and a few members to form a committee to talk about the necessary detailed planning for our region events. Similar to planning

and executing the swap meet, there are many details and small tasks involved. We also need a group to plan for bringing back our traditional September show and other future events. We have plenty of experienced members who will assist with ideas, so we only need a small group to take the lead.

What else am I rambling about? As your president, I have also been serving as treasurer until the annual audit is completed this month, and Chris Ciccone can comfortably assume that job.

At this month's board meeting, we will be approving a full calendar of events for Tidewater Region this year. We, as a board, will continue to recruit active volunteers for several positions.

We still need an individual(s) to be identified as Newsletter Editor.. Terry and Susan Bond have done a perfect job for the past several editions, as interim editors and they are willing to assist the new editor(s) in leading a team of volunteers and contributors to continue the excellence of our Mud Flap.

Also, Linda Pellerin has been organizing guest speakers for our dinner meetings for several years and has asked to be replaced. Thank you, Linda. There are lots of ideas available for the next program coordinator to follow up on.

If you have skills or time or a combination of both, please contact me or any board member to get on our list.

Bill Treadwell
TRAACA President



TRAACA MEMBER'S PAGE

Members celebrating birthdays in March

Liz Coburn
David Curl
David Dillahunt
Jan Garner
Sally Hartman
Andrew Heath
Lynn Heimerl
Tony Miller
Jack Pavlidis
Margie Tillett
Linda Treadwell

Members celebrating birthdays in April

Mike Brown
Robyn Burnham
Diana Etheridge
Cori Fuqua
George Galyo
Preston Garner
Joe Geib
Mickey
McChesney
Jane Schaubach
Marty Sugermeyer
Dalton Williford
Carol Williford
Susan Woolfitt

TRAACA Calendar

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

March

- 20 Dinner meeting
- 29 Tour of Brian Capps Collection postponed. Instead there will be an informal gathering at Hotrodders Café.

April

- 12 Cruise-In at Doumar's Drive-In
- 17 Dinner Meeting

Welcome to our New Members!

Gerry and Sarah Massie



Members celebrating anniversaries in March

March Anniversaries
Mike & Darlene Brown
Andrew & Tonya Heath
Richard & Karen Overbaugh
James & Barbara Stansbury

Dinner Meeting Corner

Chief Contact: Skip Patnode

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 re-requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!

Members celebrating anniversaries in April

Casey & Mary-Ellen Bostjanic
Larry & Jane Cutright
Jody & Lisa Dudley
Alfonso & Patrizia Lo Betti Ludovici
Wes Neal & Nancy Soccia
Ken & Jessica Packard
Dwight & Jane Schaubach



Member Bob Ward receiving his AACA 50-year pin from Bob Parrish. Congratulations!

2025 TRAACA Officers & Board

President - Bill Treadwell
tbears3@verizon.net

Vice President - Harry Park
harrypark@yahoo.com

Secretary - Nick Smith

Treasurer - Chris Ciccone

Board - Bill Coburn
Board - Mike Haag
Board - Hilary Pavlidis
Board - Rick Seaman

President Emeritus—Tim Hund

THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America.

Editors: Terry and Susan Bond
Reporters: Aubrey Austin, Rick Seaman,
Bob & Dot Parrish
Reporter and Photographer: Bob Stein

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Special Dinner Meeting Program Series

We are going to be treated to a special two-part showing of the wonderful PBS program "Gone But Not Forgotten" This fantastic production is all about life in Norfolk during the WWII era.

You won't want to miss the next two meetings. We're going to break the program into two parts to save time at our meetings. Part One will be at our upcoming March dinner meeting and part two will be at the April dinner meeting.

There are many great stories about people and places you may (or may not) have heard of before. I'm told one highlight is an interview with a stage manager at "The Gaiety Theater", which was a Burlesque Theater in downtown Norfolk.

There was an instance when an inspector from the City showed up at the theater and the Ticket Box person would push a button to alert the ladies to keep it all on!

We're looking forward to a FUN evening learning a little local history. Thanks to Linda Pellerin for helping arrange this program for us.

National AACA 2025 Event Calendar

APRIL

2-5 Southeast Spring National, Charlotte NC

MAY

1-3 Western Spring National/Grand National, Tucson AZ

JUNE

1-7 Vintage Tour, SE PA
19-21 Eastern Spring National, Beckley WV

JULY

2-5 Central Spring National, Auburn IN
24-26 Grand National/Zenith, Dayton OH

SEPTEMBER

7-12 Revival AAA Glidden Tour®, Owensboro KY
21-25 Founder's Tour, Hampton VA

From the Editor's keyboards

Terry & Susan Bond

It's almost spring (thank goodness). Our swap meet was a great chance to smell the fresh air and reacquaint ourselves with the wonderful world of antique cars. Getting together with friends and club members is what makes this hobby so great.

Susan and I checked the calendar and, as we began assembling this issue of "The Mudflap", we realized that we've been "interim" editors since last fall. We felt getting out a few issues would get us into the new year. It's been fun exercising a bit of our own creativity and helping to keep the club connected through our award winning publication. We've done it before and continue to value and enjoy being involved with it. We managed to build a small team to help report on club activities. Others provide plenty of photos to use. We've got some things planned for the next several issues and already have some stories in the works. So, it's an ideal time to turn over the package to another enthusiastic club member who wants to get involved making an important contribution.

So, thanks to Board Member Mike Haag and President Bill Treadwell, they've created a "Help Wanted" ad to help stir up some interest.

I'm not a high-pressure salesman at all, but I believe there are a lot of potential editors in this club who are somewhat "fearful" of the amount of work involved or the skills needed to do it.

I believe that many hands mean light work for all. So, what it takes to be a good editor and still have time to cut the grass or polish your car is a **team**. The editor does not write the newsletter. Others do that. The editor needs a team to help. That requires the editor to be a sort of "manager" to keep things organized, plan the material needed for each issue, assign the work, and then help get it all ready to publish.

An editor needs to be active in the club. Some spare time is required – a few days each month are usually needed to wrap up each issue. Some computer skills are necessary. I've always said - I'm so good I can type with one finger! Susan uses Publisher to assemble the finished product.

ished product.

Here is how Susan and I break up the work — I'm responsible for getting material and Susan does the computer work assembling it. We share proof-reading duties. The finished product goes to Bob Stein who puts it on the web. He also announces it in his regular E-newsletter "The Mudspeck." Additionally, we started having Skip Patnode send an email blast to all members letting them know when the next issue is available on the website. The editor does not lick postage stamps and there should be no fear of paper-cuts or staple punctures!

Best of all – we will train and guide as long as needed should an interested club member (or several) decide to do something really exciting and rewarding for your club – Edit the Mudflap.

Help Wanted

Mud Flap Editor

What is the Mud Flap? Our monthly newsletter to share our calendar of events, newsy items from our members, photos and results from AACA and other events, articles submitted by members about our hobby, and so much more.

What is the editor? A person with just enough time and dedication to assemble an informative newsletter. The editor does not have to write every word. He/she has a team to collect the details and articles to ensure that our membership can enjoy the articles and plan many activities. Volunteers and past editors are standing by, ready to help.

Apply now:
Contact Terry Bond
or any board member
to lead the
team!



TRAACA 2025 Swap Meet

Compiled with input from Jerry Adams,
Bob Stein and Terry Bond

It's believed the very first automotive swap meet was held about 1903. It began as a few vendors in the Paris street market, where antiques and second-hand items were sold. A few specialists in automobile parts began to gather, and it proved so popular that a special area was designated for them.

Today, a swap meet has become an integral part of our hobby. TRAACA has had their own version for many years. The current edition is at the spacious Nansemond-Suffolk Academy, where Rt 460 meets Rt 58.



It has come to represent our spring-fling, celebrating the start of our local antique car season. After a winter's hibernation, local car enthusiasts are chomping at the bit for the chance to get out and not only buy, sell or admire cars and parts, but to greet old friends again.

This year, the field was a bit different. The school required use of some areas we previously used for vendors, so we moved the primary vending area into a large parking lot right up front. Everything was more compact and vendors were not in their usual spots, but there was plenty of room for everybody and everything. 85+ spaces were marked off with a few extra for expansion if needed. Jerry reported that our average vendor participation remains between 65-70, filling those spaces nicely.



Jerry Adams once again handled registration and was there to personally greet every participant and to help them find their spaces. He said this is the part he enjoys most – seeing the usual vendors and meeting new ones as they arrived. A friendly smile can be as welcoming as a hot cup of coffee and he has formed many long-term friendships over the years he's been doing this. Once registration closes he continues following up with vendors to see how they are doing.

Jerry was assisted by an outstanding field-layout crew who also greeted early arrivals and made sure they were all in the right place as quickly as possible. Jerry and his crew do a lot of often unrecognized, behind the scenes work to make this event successful, so be sure to thank them when you get a chance!



We've been fortunate with our weather, and again this year the mild temperatures, sunshine and NO RAIN (or snow) helped make the event great. Of course for those vendors with inside spaces, the climate was perfect.



Crowds were good all day, especially indoors around lunch-time. The bake sale was a winner with Dan and Chris Ciccone and the team making sure hot coffee was on and everyone had plenty of calories to keep them going.

Two car clubs were set up inside – Tidewater MG Classics and the Albermarle Model T Ford club both had booths promoting memberships and selling a few parts.



Whatever you wanted was there! There were plenty of Model A and T parts, including Tyler Gimbert selling some rebuilt items for Model Ts. One vendor had nearly a complete Model A disassembled in the bed of his pickup truck. Brass lamps, gas pumps, signs, models, literature of all kinds, tools, wheels, engine parts, race car accessories, and loads of petromobilia could be found. And, if you got hungry – there is nothing better than a nice warm chili-dog from our regular dog vendor! There were even a few nice cars for sale.



Sales were reports ranging from "ok" to "unbelievable." At least two vendors sold nearly everything they brought.



Best of all was the chance to visit with club members we'd not seen in several months (or longer). The Richmond Region was well represented once again.



As soon as you start mentioning names, there is risk of forgetting someone, so apologies if you were there, helped volunteer, or just joined the fun and your name isn't mentioned. Rest assured, your support is appreciated!

Thanks to our Swap Meet Chairperson Bill Treadwell and Registration Chairperson Jerry Adams. Other volunteers included Skip Patnode, Fred Cole, Barry Basnight, Chris and Dan Ciccone, Toni McChesney, Sandy Hall, Dot Parrish, and Phyllis Hund. A lot of TRAACA folks set up at the swap meet: Joe Formato, Boyd Swartz, Tyler Gimbert, Tom Norris, Riley Best, Tony Scarpelli, Mickey McChesney, Terry Bond, Sam Kern & Judy Harding, Marty Sugermeyer, Bob Stein, Chip Woolford, Riley Best, and others. Members buying things they didn't need included Dan Ciccone, Reggie Nash (all the way from Richmond!), Sue Bond, Jim and Becky Woodall, Richard Hall, Ken Packard, Keith Colonna, Ken Talley, Mike Haag, Tim Hund, Wes Neal, Wayne Milligan, Tony Miller (who drove his Model T Ford), Paul Fuqua, Bob Kinker, Frank Linse, David Curl, Bob Powell, Andrew Sitar, David Dillahunt, Al and Laurel Swenson, Travis and Kimberly Berry, and Mark Davidoski.

The group put on a great show for everyone to enjoy. Here comes spring!



Other Local and National Events

April

- 2-5 AACA Southeast Spring National, Charlotte NC
- 13 Phoebus 125th Anniversary Car Show (see flyer on page 18)
- 19 Virginia Chevy Lovers Spring Dust-Off Show

May

- 1-3 Western Spring National/Grand National, Tucson AZ

STILL COLLECTING

From the Jeweler's Workbench

By Terry Bond

I first saw one of these amazing small cars listed in an auction catalog many years ago. I thought it was cute and might look great in one of my display cases. Alas, I was only "wishing". It sold well above my expectations. It was simply listed as a "silver filigree toy car." Surely, there must have been much more to the story.



What is filigree jewelry? It's a technique which entails working with wires of fine silver or gold, twisting and plaiting them into a tiny rope. The

rope, whether flattened or not, is then, with the use of very fine-tipped tweezers, twisted into coils and other shapes, A combination of Borax and very fine gold or silver powder is then used to solder the piece together.

Dating back to 3000 BC, the earliest archaeological filigree pieces were found in Mesopotamia. The technique traveled to other parts of the ancient world and was widely used, and very highly prized, for its beautiful details. Filigree pieces were worn by the Etruscans, Ancient Greeks and the Romans. It's believed to have traveled throughout the Mediterranean all the way to modern day Spain with the Phoenician merchants. It later



spread to India via the trade with Persia and Mesopotamia. Eventually, jewelers worldwide began practicing the technique, producing exquisite objects.



In history, filigree was a fundamental part of any gold or silversmith's training. It was a stepping-stone towards becoming a respected gold or silversmith. Nowadays, while it is still taught in some specialized workshops, it's not as widespread.



With the spread of tourism in the early 1900s, elaborately crafted filigree objects began to appear as souvenir items. Miniature filigree renditions of famed statues or, later, items like the Eiffel Tower, became available in high-end jewelry shops.

The advent of the automobile provided additional opportunity for jewelers to hone their craft, either while in apprenticeship or in practice. A free-form automobile would certainly be a novel challenge for a talented student jeweler. Perhaps such a project was a "final exam." In other cases they seem to be souvenirs, perhaps of certain automobile events like the first city-to-city races in Europe.



Most of them seem to be quite small, further testing a jeweler's skill. Most of the finer examples were produced in the early 1900s, probably in Europe where the automobile was more commonly seen. The best of them will have rolling wheels, jeweled headlamps or opening doors.



Today, silver filigree miniature automobiles are scarce and in demand among collectors of automobilia or the art of filigree itself. All examples shown are from my own

collection.

Collector's tip – don't bypass a large booth of jewelry in an antique mall!

As always, happy collecting,

Terry

Meet Bob Woolfitt, Tour Veteran

I've always been interested in old cars and, as a child, could identify many makes from my seat on the curb.

When I moved to Norfolk in 1977, someone asked if I'd like to go to Hershey. I asked what for and he said they have an old car show there. Of course I agreed and was astounded at the number and quality of the cars we saw that weekend. We went back every year until 2011.

At one of those earlier meets, someone said I should buy a car, so I became more particular about what cars attracted me. It came down to 1930s cars and I liked the veed grille of the Packard. When I came into some money from the death of a relative, I started looking in *Hemmings Motor News* for a Packard in my price range and eventually found one, a 1934 Model 1100 4-door sedan. I took that to my first TRAACA show and signed up to be a member in the back seat of Merritt Horne's 1940 Packard.

At my first National Meet in Philadelphia, I saw someone get the Parkin Award for the best Packard restoration and I hoped to do that, too. In the subsequent years, TRAACA members became friends and family as I went to monthly dinner meetings and acquired several more Packards, which I showed at our meets and also at National Meets. When I couldn't go to an upcoming National Meet because of work commitments, I prevailed on Dewey Milligan to trailer my car and he did that more than once.

My cars were awarded the Parkin Award for best Packard restoration on several occasions, some of my proudest moments.

I also participated in our local tours, leading some myself, most famously talking to my seatmate while leading a group of cars and missing a turn-off, causing what one could call a Classic Turn-Around. But, as the saying goes, you can't put a price on the amount of fun I've had in the old-car hobby and I would do it all again in a heartbeat.

The 2013 Centennial Lincoln Highway Tour

Bob Woolfitt

For those who are unfamiliar with the Lincoln Highway, the USA didn't have a true cross-country highway until the organizers of the Lincoln Highway came up with the idea to have one. The organizers were folks like Carl Fisher ("inventor" of the Indy 500), Frank Seiberling (president of Goodyear Rubber) and Henry B. Joy (president of the Packard Motor Car Company). Obviously, they had a vested interest in advancing motoring. They took Abraham Lincoln's name for the coast-to-coast highway and formed the original Lincoln Highway Association (LHA), with Henry Joy as its president. Our early roads were named, not numbered, like the Jefferson Highway, also known as the "Palms to Pines Highway." I encourage the reader to visit the LHA website (www.lincolnhighwayassoc.org).

I've been a member of the modern LHA since about 1994 and drove my 1934 Packard Twelve Formal Sedan on the first tour organized by the LHA in 2003. When they announced the Centennial Tour for the summer of 2013, I wanted to go. As part of the plans, one group of cars would start in the East, in Times Square, and the other would start in the West, at the Western Terminus of the Lincoln Highway, in San Francisco. We were to meet in Kearney, NE, for a parade and annual conference.

Preparations, starting in January 2013, included working with Ken Talley to cure a back-fire that occurred intermittently, then transporting my car to Staunton in May for a tune-up by the late Al Morkunas, at his restoration shop, and inviting my older brother and his wife to accompany me. One of the things Al did was to by-pass the mechanical fuel pump and install a new electric fuel pump, worked by a switch under the dash. The tour was talked up at the TRAACA meetings and several members also decided to go on the tour. In all, 15 of us went, including Jere and Carol Avenson, Tony and Leslie Scarpelli, Dick and Holly Chipchak, John and Vicki Peters, Wes Neal, Bob Scott, Ken Talley, Bill Wilcox, John and Janet Woolfitt and me, all leaving on June 20.



We drove in caravan to our first overnight stop on our way to the tour starting place, in Secaucus, NJ, outside of NYC. At registration, we were given our goody bags, tour directions and car signs for the tour and there was a group banquet at the hotel that night.

John, Janet and I were up early the next morning and drove to Times Square for a photo there before continuing on to the Weehawken Ferry stop, across the Hudson River from NYC. Early users of the LH had to be ferried across the Hudson. Next stop on the tour was Thomas Edison's first laboratory in Menlo Park.



We then followed the Lincoln Highway down New Jersey to Trenton, crossed the Delaware River and then through Philadelphia, where we picked up US 30. We followed US 30 across Pennsylvania, stopping at the Haines Shoe House outside York, and at the Gettysburg Civil War Memorial.



We saw a Lincoln Highway mural on a barn and stopped at the Flight 93 Memorial. Another stop was outside of Pittsburgh for the three of us to have a meal with our brother and his wife, who drove up from WV. The next

day we crossed into WV to see the world's largest tea pot in Chester.



Following US 30, we went through Ohio and into Indiana, seeing various sights along the route. The Packard had developed a bad front-end shimmy when

going over a bump. Ken Talley suggested that we have LaVine Restorations, Inc., of Nappanee, IN, who had restored my car, put on a steering shock absorber stabilizer. While we were there having that done, we were driven to see the JBS Collection of cars in Elkhart, In, which is now available to see online at www.thejbscollection.com. The shock absorber helped greatly, but we later found that the problem was a worn-out gear in the steering box. We drove from Indiana into Illinois, where there were



many towns along the route with murals depicting scenes from the Lincoln Highway. In Aurora, IL, we detoured north to pick up Route 38 West, after having lunch with John's daughter. That night, we had dinner with one of our cousins, his wife and their son. We had 6 people named Woolfitt in the same room!

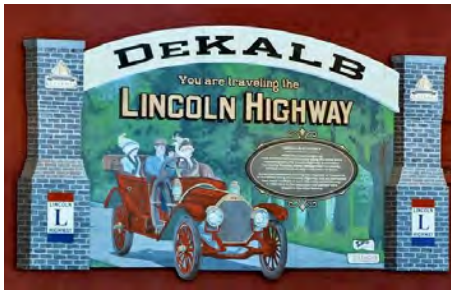
On June 28, after getting gas in the morning, the Packard developed an intermittent loss of power -



not enough to stall the car, but it felt as if a big hand was holding us back from going faster, and

then it would go away. More about this later.

Other do-not-miss sights in Illinois included the national headquarters of the LHA in Franklin Grove; the Dixon town arch over the highway; and the windmill in Fulton, just before crossing the Mississippi into Iowa. We stopped at the Lincoln Café in Mt.



Vernon, IA, for lunch and at the Tama, IA, Lincoln bridge. After an overnight stay in Ames, IA, we headed to the Omaha, NE, airport for a rental car for John to drive to Denver for a flight to Arizona for his upcoming doctor's appointment.

We spent the night in Grand Island, NE. The next day, we all spiffed up our vehicles and were led to a large parking area to "stage" for the parade of autos into Kearney. While there, we saw, on a trailer, the Twin Six Packard that once was owned by Henry B. Joy, first president of the Packard Motor Car Company. Also, a 1947 Tucker showed up and drove around the lot. I remembered seeing my first one at the Henry Ford Museum in Dearborn, MI. Then it was time to parade!



We caravanned into Kearney on the 4-lane, passing the West Tour group going the other way, as planned. We were then led to a back street to wait until the parade was over. While we waited there, I charged up my cell phone, turning off the elec-

tric fuel pump. We had sodas and cheese crackers and used the nearby Port-A-Potty. All of a sudden, it seemed, the other cars started up and were moving. We jumped into the car and I started it up too, but only got a few feet before it stopped and wouldn't start again. Soon enough, people helped us push the car out of the way (no mean feat, considering how heavy it is). We raised the hood, but couldn't see anything wrong. John went to find an auto parts store to get something that might help and I called Al Morkunas to see if he could make a telephone diagnosis. After I explained the problem to him, he said it sounded like a switch problem. The lightbulb went off in my head and I told him what I'd done. He said, "Bob, the only thing wrong with that car is the loose nut behind the wheel!" Of course, he was right. I turned on the electric fuel pump and the car started right up.

John and Janet left for Denver and I parked on a side street for the show-and-tell that was part of the tour. While there, I asked some local folks where I might get some work done on my car and was directed to Central Auto Electric. The next



day I was at the shop at 8 a.m. and talked to the owner, Dan Caveness. He wouldn't work on the car, but kindly let me use his garage. I got out my tool box and changed the spark plugs, checked the plug wires and did anything else I could think of. One of Dan's employees suggested I file the points. I opened the distributor and did that and was just about ready to give up when I thought about using the spare condensers that I had brought with me. I replaced the condensers, put my tools away and buttoned up the car. Then I found Dan and wanted to know how much I owed him. He wouldn't take any money and asked if I had fixed the problem. I said I didn't know, but it was now noon and I was tired and hungry. I started up the car and drove to the Kearney Cemetery, where I found the graves of two of my relatives, photographed the markers and drove back,

all without any problems! I stopped back at Central Auto Electric to thank Dan again and tell him I thought the problem had been solved by the "new" condensers. I also took his business card and posted a photo of it on Facebook, telling everyone of my great experience with him and his shop.

Now I was without a navigator, so I asked Bob Scott, who was riding with Bill Wilcox and Ken Talley, if he would be my navigator and he agreed.

The LHA had scheduled a day of conferences as part of the tour, but we bailed on that and followed Bill Wilcox to



Ansley, NE. Bill's father was the town doctor and had his office above the only bank in town. The bank had long ago taken over that space, but kindly let us view the spaces that Bill's father had used for a waiting room, office, lab and operating suite. It was a moving experience for Bill, who distinctly remembered where everything had been. Bill showed us the house where his family lived in Ansley before they moved to Broken Arrow for its better schools. We followed Bill to Broken Arrow and parked on the town square. Bill was almost instantly greeted by folks who knew him. We all walked to the nearby Arrow hotel for lunch with several of Bill's high school classmates. During this meal, the story of teen-aged-Bill's "misadventure" one night in Broken Arrow was told. Suffice it to say that it involved the local police car - the only one they had. You'll have to ask Bill for the whole story.



We left the next day for North Platte, NE. Before dinner in NP, Bob Scott and I drove to the North Platte Cemetery to find the tombstones of two of my relatives. But, unlike the Kearney Cemetery, which had an electronic kiosk to look up the locations of those buried in the cemetery, the NP Cemetery didn't and the office at the entrance was not open. We tried again the next day, but it was July 4, and the office still wasn't open. We visited the Buffalo Bill Cody home (likewise closed) and the Lincoln County Historical Museum which had an interesting display concerning the NP Canteen. During WW II, trains carrying soldiers would stop at the NP depot for water and the mail, with a 10-minute lay-over. Some women from NP had the idea of giving the soldiers home-made sandwiches. This quickly caught on and soon the whole town was involved in the project, meeting 21 trains a day and night, from 1941 -1946, serving 6.5 million men and women.



We drove to our stop at the historic Plains Hotel in Cheyenne and I met up with two more relatives who took me to the local rodeo which had 4th of July fireworks!



Our travels westward the next day took us to Sherman Summit, WY, where the Henry Joy monument is located and we stopped at this photo opportunity. We overnighted in Rock Springs, WY, driving to Little America the next day for a 50-cent soft-serve cone. We next stopped in Medicine Bow for lunch at the Virginian Hotel and then drove to Salt Lake City.



tor get out and stand beside the sign for a photo of him on his "namesake mountain." That night, we stayed at the Navy Lodge in Fallon, courtesy of Jere Avenson's credentials as a retired Navy man.

From Fallon, we drove to Reno and stopped for a tour of the National Auto Museum, formerly known as Harrah's. After lunch, we traveled up Mt. Rose, whose summit is about 900 feet above sea level. The Packard did fine this time, but both Bill's and Tony's cars overheated. In Truckee, CA, we got gas and then went over Donner Pass, stopping for photos on the Donner Memorial Bridge (aka Rainbow Bridge). We have a group TRAACA dinner that night in Auburn, CA, then overnight in Sacramento.



The next day was a Sunday and, by prior arrangement, I met up with two cousins and their children who gave me a ride to the Mormon Convention Center to hear the Mormon Tabernacle Choir, 360 voices strong with a 100-piece orchestra. The Convention Center is used during the summer, because it holds 21,000 people and the Tabernacle only holds 5,000. The performance is not religious and is live-streamed and recorded. Afterwards, we said our good-byes and drove West. Our next stop was the Bonneville Salt Flats for a photo op, then on to Wendover, which is partly in Utah and partly in Nevada, and then on to our night stop in Ely, NV.



The next morning, we all drove to the Ely Train Station and Museum. We couldn't spare the time to ride the train, but pushed on, driving the "Loneliest Road in America"- Route 50 from Ely to Fallon. We crossed 3 summits without problem, but overheated on the 4th, so sat by the road while the car cooled. A short distance up the hill was a sign for "Toiyabe National Forest Campground," with the name "Bob Scott" underneath. We stopped and I made my naviga-

The next day I chose to drive by myself and went directly to the Western Terminus of the LH in Lincoln Park, near the Legion of Honor Building in San Francisco, while the others took a different route. Once at Lincoln Park, I took pictures of the Packard adjacent to the



LH marker. Following lunch at the Legion of Honor Building, I drove to Redwood City and had a short visit with two more cousins before motoring on to San Luis Obispo for my overnight at a Motel 6.

My next stop was at the Cal Tech Faculty Club, in Los Angeles, where I met two good friends from my college days for lunch, followed by a trip to Huntington Beach to meet two more cousins and have dinner with them. I then drove to Palm Springs, arriving after dark, with some trouble finding my hotel as there was a town party going on and my route was partly blocked.

On July 12, I was up early and followed I-10 to I-85 to I-8, making good time towards Casa Grande, AZ. My brother, John, met me there and we drove to his mechanic's place for an oil change and lube job on the Packard. For dinner, John drove his 1947 Chevrolet coupe street rod and I drove my Packard to the local Sonic which was hosting his club's Cruise Night. There was an interesting assortment of cars there.

The next day I got a tour of the local sights and packed to leave the following day. I had made advance hotel reservations, but soon realized that I had underestimated how far I could go on Interstates as I arrived in the town of Truth or Consequences, NM, at 1 pm! The next day I took I-25 to Albuquerque, then picked up I-40 going East to Tucumcari, NM, arriving about 2:30 p.m.

The next day I realized there was a time change, not in my favor, for getting to Tulsa, OK, to meet with a former mammography technologist from Sentara Leigh Hospital and her husband, Tony. I was up at 5 and on the road shortly afterwards. I stopped at a Love's gas station in the Texas panhandle, got gas and locked the car to go to the bathroom. There is only one door lock and it's on the passenger's side. When I returned, the lock wouldn't work! I called the LaVines and asked how to break into my Packard. Eric suggested that I remove the door handle and try with a screwdriver. I tried with the passenger side and had no luck. Then the driver's side, with similar results. By now, I had an audience. One of them had a go at the door with the screwdriver, to no avail. Then I remembered that the passenger-side

rear window doesn't go all the way up, so I managed to pull it down a quarter of an inch and asked if anyone had a coat hanger. One was produced, but it wasn't strong enough to work. Someone else produced a thicker rod, with which I was able to push the inside door handle down and unlock the car! I thanked everyone for their help, put my tools away and headed for Tulsa. I had now lost another hour, so I called the tech, Heather, and told her the bad news. I managed to meet her around 5 p.m., in spite of traffic in Tulsa, and we drove to meet her husband and daughter for dinner. Afterwards, we drove in the Packard to Tony's parent's house where a birthday party was in progress and I gave rides around the big tree in the side yard to all who wanted them. Before dark, we drove back to my hotel and Heather and her family departed, while I checked into the hotel, NOT locking the car!



I arrived home without further incident several days later (July 19th) and asked a neighbor to take a picture of me and my Packard to document my return. I called Bill Wilcox and arranged for him and Bob Scott and his wife to meet me at Burton's Grill for dinner. We had a good time discussing our trip and then my grand odyssey was over!





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