The Mudflap

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

Volume 72, Issue 3 March 2026

MEET SIGUR WHITAKER
TRAACA Member and a Celebrity in Our Midst!

Sigur is a native of Indianapolis, and the great-great-niece of James Allison, one of the founders of the Indianapolis Motor Speedway. For the Indy 500 fans among us, her books are must-have in our collections. Even better has been the chance to listen to her in person. She has lectured at AACA Conventions and gave a presentation at a TRAACA dinner meeting. When we asked her to "tell us more" she willingly agreed. So here, in her own words, is the answer to my question about how she got involved in researching and writing such great books.

Sigur Whitaker, Author

Racing with Roger Penske, A History of a Motorsports Legend
The Indianapolis Automobile Industry, A History 1893-1939
The Indy Car Wars, The 30-Year Fight for Control of American Open-Wheel Racing
Tony Hulman, The Man Who Saved the Indianapolis Motor Speedway
James Allison, The Engine Manufacturer and Indianapolis 500 Cofounder

If any member is interested in receiving Sigur's regular emails with more fascinating history of the Indianapolis Motor Speedway, James Allison, and many other related subjects, please contact her to be included.

Photo by West Peterson

I grew up in Indianapolis and could hear the race cars on the track from my home about five miles away. My first memory of the Indy 500 was in 1955. My parents had taken my brother to the race and, being younger, I stayed with my grandparents and we listened to the race on the radio. When my parents returned, I was dissolved in tears. My favorite race driver, Billy Vukovich, died in the race.

My first book is about Jim Allison, my great-great uncle. It seems like I have known about him forever. On the rare occasions when we passed the Allison Engineering or Allison Transmission division of General Motors, my mother would always point out that Uncle Jim founded the company. I knew Jim Allison's step daughter, Cornelia, from her visits to Indianapolis. She lived in Miami Beach.

I will digress a minute or two. My brother and I went to the same high school (Shortridge) which had a daily newspaper, one of five in the world. Joel always wanted to be journalist so

Shortridge nurtured his love of journalism. He became the editor of one day of the newspaper. When I started Shortridge two years later, I constantly heard "You must be interested in journalism." Not true. I couldn't care less. But when my sophomore year began and I kept hearing the refrain that I should join the *Daily Echo* staff, I joined not because I was interested but I can be highly competitive. I set my goal on doing what ever Joel did, including being an announcer on the radio station which broadcasted to Indianapolis, and what I wanted to do. My senior year, I was the editor of the Thursday edition of the *Daily Echo* and won the award for the top female in journalism in Indianapolis. Of course, everybody thought I would follow in Joel's footsteps and go to Indiana University and major in journalism. Instead, I went to UNC-Chapel Hill and earned a degree in sociology. I went back four years later and earned an MBA.

Indy Historical Society Book Signing

One of my main hobbies is genealogy. Around 2007, I was in Indianapolis on a rainy day and decided to go down to the Indiana Historical Society. I saw that they had a photograph album and I thought I could see what Jim and his wife Sarah looked like. It didn't. It was about the house they built in Indianapolis between 1911 and 1913, supposedly for $2 million. I don't believe that number, but it is a fabulous house. It sits on 62 acres, 45 of which was a wateshed for Crooked Creek. The landscape architect had a lake built on part of this which was stocked with fish. The house itself had a one ton chandelier and the two-story foyer had a fireplace you could stand in. Through the remainder of the trip, I thought about this fabulous house and the tales of Uncle Jim (one of the founders of IMS, Allison Engineering, and involved in the development of Miami Beach). By the time I got home, I had decided to write a book on Uncle Jim and, as they say, the rest is history.

Joel encouraged me early in the process to get a reference book from the library (Writer's Market). It had major and secondary publishers, whether they accepted non-agented authors, non-published authors. When the draft was finished, I sent three publishers copies of the draft and McFarland picked me up. I retired from SunTrust, now Truist, as a commercial banker in 2011 when the book on Jim Allison came out.

On most days of the week, I either write or I research for two to three hours. I write my next blog post on Tuesdays and put it aside. On the following Monday, I review it and post it to my gmail for delivery on Wednesday. I am always working on something new and have three things in the hopper. The first is a book about the explosion at the *Los Angeles Times* in October 1910 which killed 20 and injured over 100. I uncovered this bit of history while doing research for The *Indianapolis Automobile Industry* book. I have let it sit for several months and need to pick it up and do some fine tuning. I am also working on a book of my blog posts. Unfortunately, when I started the blog, I didn't think about the possiblity of a book, so I am now having to go back and do footnotes. The last book is just at the beginning. I am currently researching the life of E. L. Cord (Auburn, Cord, and Duesenbergs). What an interesting guy.

You can credit Keith Colonna for my involvement in AACA and TRAACA. Keith is a neighbor and was instrumental in my being invited by Jim Elliott to speak at the AACA conference in Williamsburg. I subsequently joined AACA and later TRAACA. I'm not your normal member. I don't have an antique or classic car, and I certainly don't know alot about gear ratios, engine parts, etc. That being said, I really enjoy AACA's magazine, seeing old cars, and hearing the car stories. Who knew that a book on Jim Allison would open this door?

I am actively involved in the Rotary Club of Norfolk, play bridge weekly, and play mahjong twice a month. I do a lot of needlework...quilts, needlepoint, cross stitch, crewel. I am currently working on a playful fox quilt. Until this fall, I sang with the Choir of Christ & St. Luke's Episcopal Church. In July, we replaced the British choir at Canterbury Cathedral and St. Paul's Cathedral in London for a week each. It was my seventh choir tour and I decided after 33 years, it was time to retire. I also love to travel...and I still do genealogy.

Again, thanks for asking me about how I got into writing about the Indy 500.

Sigur

Sigar visiting London with two nieces

FROM OUR PRESIDENT

Good day fellow TRAACA members, and welcome to this month's President remarks.

March has turned into a very productive and eventful month that started out with the Annual Swap Meet. The meet was an extremely successful event. Vendors were in abundance this year and most reported very good results in selling and purchasing parts and memorabilia. This year's bake sale had something for everyone and the women of TRAACA have really raised the bar.

Next was the driving tour to Belvedere, NC, to eat a late lunch at the Nicholson House. Although the tour started out a little rough due to our meeting place debacle, all 29 of us met up at our first designated rest stop on Rt. 17. Our buffet lunch was very nice, and everyone enjoyed the venue. If you were not able to attend this year, several members have requested to do the trip again next year.

Activities are starting to pick up.

In April, the club had pre-purchased tickets to the annual Norfolk Tattoo and all the tickets sold out in record time. If you missed out on the Tattoo, there is a pop-up tour/luncheon that is gaining traction. Look for future activities to happen.

ODMA will be happening in Tidewater this year on May 1st and 2nd. We are starting to receive registration forms and getting ready to host the show. We still need volunteers to help with the show in various roles, so please consider helping out with our event.

Charlotte is just around the corner and people will be making the trek down South for this AACA event.

I hope to see you at an upcoming event or dinner meeting.

Harry Park

TRAACA President

(757) 274-5426

APRIL

16 - April Dinner Meeting, 5:30pm, Holiday Inn Convention Center, 5655 Greenwich Rd, Virginia Beach, VA 23462

18 - TRAACA Guided Tour of Back Bay abandoned cars. - Starting at 2 PM from the Back Bay Refuge Lot. Limited to 10 people. Dinner after at Pungo Pizza. RSVP ASAP to john605muray@gmail.com and houndbuddy@hotmail.com for a seat.

19 - TRAACA to Virginia International Tattoo at Scope, 2:30pm (Contact Chris Ciccone at chrisie1236@gmail.com for tickets)

MAY

1 and 2 - ODMA Meet, Hosted by TRAACA (The Real Life Church, 900 Centerville Turnpike N, Chesapeake, VA 23320) see page 20

For a complete list of local events, visit www.ccchr.org, the Car Club Council of Hampton Roads

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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2025 TRAACA Officers & Board

President - Harry Park
harrygpark@yahoo.com

Vice President - Mike Haag

Secretary - Jerry Adams

Treasurer - Chris Ciccone

Board - Wayne Milligan
Board - Skip Patnode
Board - Rick Seaman
Board - Nick Smith

President Emeritus—Bill Treadwell

Visit us on the Internet at: traaca.com

National AACA 2026 Event Calendar

MARCH
26-28 Winter Nationals, Cartersville GA
APRIL
9-11 Southeastern Spring Nationals, Charlotte NC
23-25 Grand Nationals/Western Spring Nationals, Las Vegas, NV
MAY
28-30 Eastern Spring Nationals, Indina PA
JUNE
11-13 Southeastern Fall Nationals, Oak Ridge TN
15-19 Sentimental Tour, Mechanicsburg PA
JULY
23-25 Central Spring Nationals, Green Bay WI
AUGUST
5-8 Southeastern Divisional Tour, Flat Rock NC
19-22 Grand Nationals/Zenith Awards, Allentown PA
SEPTEMBER
9-14 Founders Tour, Williamsburg VA
20-26 Revival Glidden Tour (Pre 1943), Dover DE
OCTOBER
6-9 Eastern Fall Nationals, Hershey PA

TRAACA MEMBER'S PAGE

Welcome to our New Members!

Kenneth & Julie Sayre
Suffolk

March Birthdays

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

April Birthdays

Boe B Bostjancic
Taylor Bostjancic
Mike Brown
Joe Burroughs
Robyn Burnham
Diana Etheridge
Cori Fuqua
George Galyo
Preston Garner
Joe Geib
Gerry Massie
Mickey McChesney
Jane Schaubach
Marty Sugermeyer
Dalton Williford
Carol Williford
Susan Woolfitt

March Anniversaries

Mike & Darlene Brown
Andrew & Tonya Heath
Frank & Sherri McBride
Richard & Karen Overbaugh
James & Barbara Stansbury

April Anniversaries

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

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 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!

Board Meeting Minutes
12 Feb 26
Y-Not Pizza, Virginia Beach

Attendees:
Harry Park ..... President
Mike Haag ..... Vice President
Jerry Adams…….Secretary
Chris Ciccone…..Treasurer
Nick Smith ..... Board
Wayne Milligan .. Board
Rick Seaman ..... Board
Bill Treadwell ..... President Emeritus

Also attending, Scott Davies (Membership), Tammy Park, Dan Ciccone.

6:00 PM meeting called to order

President's Remarks:
Harry welcomed new board members, looking forward to good year. Gathered boards email for agenda and requested confirmation on receipt. Asked everyone to speak up and provide input for club

Vice President's Remarks:
Mike noted it was an honor and thanked everyone. Glad to help and support club.

Treasurer Report:
Chris noted she sent out treasurer report and explained how the report runs, and what we see on it. Rick & Mike had a question on how the numbers carry and add up. Chris said she would look over them and get back to them/ board to elaborate and discuss their concerns and explain the reports in more detail. Motion made and accepted to approve the Treasurers Report.

Secretary Report:
Nick noted nothing to carry over from last report. Minutes were sent to Terry for January. Bill to review minutes and provide feedback.

Committee:
Activities-Harry noted no activities chairman, been managing by committee. Have activities for up to June, available on website/ calendar. Need Activity for July & August, Possible Car Meet in September, October is Chili Cook Off at Bruce Sedel's, November is Square Car Tour, December 13 is Brunch at Country Club. Wayne Milligan volunteered to work on July activity. 1 Ticket available for Tattoo, per Chris. Rick Seaman volunteered to work on visit to Star City Motor Madness in June.

ODMA Meet, May 1& 2, Real Life Church
ODMA Committee meet was on Feb 11, Need volunteers to help on all aspects. Church Secured, Food Covered for Saturday awards ceremony. Rick met with Pastor to go over logistics on meet at church and resources for club. Need to make sure when event is over, we leave the property and facilities better & cleaner than when we got there. Need a person to manage/ chair parking for show cars.

Old Business:
Activities 2026-Nothing to report

New Business:
2026 Swap Meet Updates-Bill has paperwork in order for Meet. Bill is working to get volunteers, Chris is doing bake sale, Dan on coffee. We have 16 Vendors Pre Registered to date. Need volunteer to mark and layout spaces. Bill to verify what access we have for meet.

2026 Officer Forms and Membership Roster have been submitted for 2026. Scott Davies sent in form to national as required, reported 150 Memberships/ 253 Members for TRAACA. Lost 9 memberships from 2025. Gained 9 new Memberships.

Rick Seaman inquired about a sponsor program for new members, need to revisit this. Rick is working on business cards to pass out with TRAACA info and QRCode. Roster deadline is March 1.

2026 ODMA Meet Seed Money-Harry inquired about seed money to start finances for ODMA meet, only commitment we have to date isfor Saturday food. Tammy & Mike will manage and handle the account. Motion was made and accepted to set up and transfer funds to the ODMA account to get started.

SCC Corporation status/payment for 2026 - Currently Sandy Hall manages this with the firm she works with as our trusted agent. Harry inquired about moving this responsibility to the secretary. Jerry to work with Sandy to transition this over and get access to TRAACA SCC account. Yearly Dues are due by March 31.

Other Business:
Calendar of Upcoming Events:
Harry went over upcoming events, Whale watching Feb 21, Next Board Meeting Mar 12, Nicholson House trip March 14, Virginia Tattoo April 19, ODMA Meet May 1-2.

Discussion of possible tour of Prevost sometime this year.

Discussion of how to run and manage TRAACA Annual Meet, locations, options, and how to manage it.

Discussion of revisiting sponsors in the mudflap, website, etc. need to look at prices, options, etc.

Final Comments / Adjournment

Motion to adjourn meeting made at 7:06PM and accepted.

Next Board Meeting - Thursday, March 12 at Y-Not Pizza, Virginia Beach

FROM THE EDITORS' KEYBOARDS

Terry & Susan Bond

Well, Susan gets the Long Distance award this month. Her two weeks in Okinawa were outstanding but, of course, it did cause some delay in getting the March issue out. Remember though, when we volunteered to be "interim editors" (more than a year ago), it was on the condition we had to do this based on our travel schedule. There is plenty of travel on the horizon this year, too.

Do you plan to attend some of the AACA Nationals this season or perhaps go on one of the several great tours planned? If so, we'll be glad to publish your report and photos. Do you plan to visit an antique car museum along the way? How about an antique hunting expedition or just about anything automobile related? Please share your adventures and photos with everyone when you get home again through the Mudflap.

We've got some great things in the works including a new periodic section that appears starting in this issue. "Remember When" will take you through a time machine to some of the early days of Tidewater Region. Yes, you'll probably recognize a few of our members even with darker hair and slimmer waist-lines.

Stick around for some summer fun with TRAACA!

CONGRATULATIONS to Randy Carmone

Randy's raffle ticket was drawn by our guest speaker, Chris Reckling, at the March Dinner Meeting and the prize was having his car proudly displayed on the dash plaque for the upcoming Old Dominion Meet on May 2nd. Raffle tickets had been sold over the past two months to help raise funds for the event. The idea proved very successful.

Randy was surprised!

CONGRATULATIONS to Scott Davies

who received his 25-year membership pin at the February meeting

February Dinner Meeting
A Perfect Picture!

The February dinner meeting featured Louis Fronkier as our guest speaker. He is a professional photographer who specializes in photography of automobiles. These are not just "one-shot and done" pictures! The results are real artwork. His business "Art Louis" has many examples of his amazing work that can be viewed on his website, www.artlouis.com.

It's difficult to describe, but the finished photograph is a work of art that highlights every critical component of the car and background. The cars themselves appear uniquely illuminated. The results were obtained when a car doesn't move… but the light does. The photographs don't just capture a vehicle, they reveal it. Every curve, badge, and line brought forward by light that never appears in the frame. This isn't CGI. It isn't a studio trick. And, it isn't something you see every day.

His unique photographic approach is designed specifically for classic and antique automobiles - one that honors craftsmanship, history, and design through carefully controlled illumination.

The process involves many individual photographs in varying light conditions. From brilliant daytime sun to subdued evening shading, those individual photos are "blended" into the finished product. The camera remains stationary as do the vehicles and their backgrounds, while many photos are taken during the changing lighting conditions. Hours in the field, and hours in the studio are necessary to complete the finished product.

We were fascinated by the technique and mesmerized by the final result. The photos tell the story, and with permission of the artist, here are examples, including Al Becker's Auburn.

At the end of the program, a drawing was held for a free photo session and portrait - which was won by the Bostiac's. We look forward to seeing the final result.

The winner of the photo session!

Seal Spotting

Linda Pellerin

It was a great day to be on the water! The sun was shining and the waters were calm. The TRAACA members stepped aboard the Rudee Flipper to begin the adventure.

As we exited the inlet into the ocean, we cruised along the ocean front and spotted two dolphins playing in the currents. We traveled north past the hotels and spotted the two light houses at the entrance to the Chesapeake Bay located on Fort Story. The original lighthouse constructed in 1792 and the newer tower built in 1881. We crossed the mouth of the Chesapeake Bay and sighted a large container ship. It was a surprise how large they are when you are up close and personal.

The Cavalier Hotel

Cape Henry Lighthouses

We sailed along until we arrived at the third island of the Chesapeake Bay Tunnel. Much to our surprise there were beautiful Cormorants drying their wings on the rocks. We then spotted the Harbor Seals, which winter in the Chesapeake Bay from New England. Then the FUN began! The seals

came off the rocks and their heads popped up and they stared at us. It was like they were thinking …. Who are these aliens entering our space? A boat full of crazy people with cameras…. It was a joyous experience! Anyone up for a Dolphin excursion in the Summer????

Attending were Harry and Tammy Park with their daughter Courtney and grandkids Aubrey and Dylan, Richard and Sandy Hall, Rick and Karol Seaman, Mike and Denise Haag, Chip Woolford and Julia Griffen, Terry & Susan Bond, and Linda Pellerin with her Aunt and Uncle, Mary and Carl McComas visiting from West Virginia.

Linda and her Aunt and Uncle

TRAACA Seal Watch Boat Trip

Terry Bond

On Saturday February 21st, 18 bundled-up club members and friends enjoyed our Whale Watching trip that was postponed from its original date at the end of January because of a snowstorm We boarded the Rudee Flipper and departed right on schedule. A number of brave souls headed straight for the upper deck for the best views, while those who preferred warmth sheltered from the winds remained inside watching out the windows and visiting.

Alas – the whales had moved on to warmer waters, leaving us to follow friendly dolphins playfully leading the boat to the Chesapeake Bay Bridge tunnel. There we had the chance to watch some seals playing around the island's rocks. Once the boat turned towards home again, the outside gang quickly retreated to the warmth below.

Afterward, everyone meet at Victoria's for some wonderful pizza, then went a few doors down to buy some personal-sized cheese-cakes from "Enjoy", a small bakery offering cup-cake sized cheesecakes in an unbelievable variety of flavors. It was a great day out despite the cold.

Photos by Linda Pellerin, Susan Bond and Harry Park

Aubrey Austin
Junior Editor

SWAP MEET

The swap meet was a great successful event. There were lots of things to do, see, and buy. If you didn't get a change to come you should make sure you come next year. I would like to thank everyone that helped make this event a success. Also, thank you to all that donated something to the bake sale. We raised $520! Lots of people had booths of a large variety of different kinds of things. It was great seeing everyone there. Thank you again for all your support to make this event a great turn out.

SPRING SWAP MEET A GREAT SUCCESS!

Report compiled by Aubrey Austin, Bob Stein, Terry Bond, Bill Treadwell and Jerry Adams, photos by Aubrey Austin and Terry Bond

Mickey McChesney

It's a TRAACA Tradition that just keeps getting better! Of course it helps when the weatherman is on the team too!

The outside vendor's spaces filled quickly, and despite an early morning fog, warm sunshine soon appeared. The crowds were big during the entire event and both sellers and buyers were seen smiling. Parts from the Model T and A era were plentiful as were muscle car and performance related items. Those collecting gas and oil memorabilia carried away their share of goodies too - from gas pumps and signs to roadmaps and oil cans. From the brass age on up, the selection was amazing.

Barry Basnight, Jerry

David Curl

Kenny Baker from Richmond Region

Bob Sitar

Inside the building, the club bake-sale did exceptionally well thanks to an enthusiastic group of Tidewater Region ladies who out-did themselves making some wonderful goodies. Even our food vendor outside asked "when do I sign up for next year?"

Friday field layout was handled by Bill Treadwell, Mike Haag, Skip Patnode, Riley Best, and one of our long-time vendors, Don Britt. Indoors, the club was well represented with spaces occupied by Terry Bond and Marty Sugermeyer, and Bob Parrish manning the club membership table. My understanding is that at least five potential members were ready to join the club.

Bake sale! Phyllis Hund, Tammy Park, Sandy Hall

Membership table, Dot and Bob Parrish

Harry Boone

Marty Sugermeyer

Don Britt, a vendor since day 1

Tidewater MG Classics

Also indoors, several local clubs were represented including the Tidewater MG Classics staffed by members Mike Haag, Mark Davidowski and Frank Linse; Virginia Chevy Lovers staffed by new Tidewater Region member Karen Damari, the Albemarle Model T club with Tony Miller and Bron Prokuski and Tidewater Automotive Modelers with TRAACA member Joe Formato.

Sam Kern donated two spaces.

This event is our 1st major activity of the season and is as much a grand social occasion as it is a treasure hunt for automobilia of all kinds. Spring has sprung for TRAACA! 2026, here we come!

A Funny Thing Happened on the Way to the Forum

(A Short Story by David Curl)

.
Saturday, March 7th, started out being like a foggy day in London Town.

I got in my trusty Model A (the Tudor) and drove out from Ocean View to the Nansemond- Suffolk Academy for the annual TRAACA Swap Meet. It was a good meet, seemed like there were more people there this year in spite of the fog. Weather started out somewhat cool (coat weather) but, by the time lunch arrived, it was T-shirt weather.

Having way too much junk, I carried a few items with me for PJ, Riley and the Model A Club to sell thinking, no matter what, I wasn't going home with that stuff and I was not going to buy anything.

That was going well until I went inside the building and saw all those delicious cakes and goodies at half price. Ten bucks later I emerge with my prizes. And then I just had to go for a walk about the premises, you know, just had to get out and exercise a little. But then I walked by a box of tools, a dollar each. Ten bucks and I walk away with a bag of tools I don't need, but the bag was free. And then, I pass by a box with a bunch of Model A transmission parts. Oops, oh no-oo, I saw a main drive gear. And I said, hey, that looks like a pretty good gear - the vendor guy speaks up and says you can have the whole box for $20. Oh my, I'm hooked. So now I have to drag a heavy box of gears and transmission cases home.

So, a fine day now comes to a close, we pack up everything that didn't sell. It's homeward bound. I'm flying along I-264 E in Portsmouth and road crews were blocking off lanes down to one. Yikes, they are STOPPED ahead. Found out the Tudor will lock up the brakes! Skidded, spun sideways heading for the Jersey wall when crash bam boom! Not from hitting the Jersey Wall, I did manage to stop before hitting the wall, but the trunk on the back, oh the poor trunk, collided with the lady's SUV that was in front of me - which is now in back of me. Ever hear of a rear end collision rear end to rear end? The Model A itself didn't seem to have any damage, but the trunk and trunk rack are goners. And then, remember those half price goodies? Well, they found their way to the floorboard upside down, smished together. And, you know where the contents of the trunk went? In the middle of the road that's where. All my spare parts, two Zenith carburetors, light bulbs, a pint of 600W oil, radiator stop leak, tools - a shattered toolbox and other assorted stuff - in the middle of the road. The oncoming traffic showed no mercy to the stuff. I think some drivers took a delight to see if they could run over something.

I was able to clean up later when somebody, not as fortunate as I, had an accident (with injuries) just a little bit back and all traffic was stopped. Someone else's misery turned out to be my blessing. I gathered everything up out the road with help of a VDOT employee and brought it all home - even the flattened stuff.

State police showed up with his shinny Ford with a 5.0 Cayote engine. When asked how well did it run, he just smiled a big smile. No citations were issued, just an incident report.

TRAACA TOUR TO BELVIDERE NORTH CAROLINA

March 14th
By Bob Stein. Photos by Bob Stein and Terry Bond

Although there was a slight disconnect on the starting point, the club tour to North Carolina enjoyed perfect weather and a great time rolling through back roads. The tour began as one group of members departed from the WalMart parking lot at Grassfield Blvd., while a second group let from the Hillcrest WalMart parking lot about ten miles away. The consensus was there are too many WalMarts around!

The two groups eventually met up at the Dismal Swamp Rest Area and traveled on from there. It was quite a caravan that started with Nick Smith's 1931 Chevrolet (all original) up to Dan and Chris Ciccone's 1989 Corvette, as well as various modern iron. We rolled mostly down 2-lane highways with almost no traffic and eventually arrived at the Nicholson House Restaurant in Belvidere NC, which closed early to serve just the club.

The restaurant provided an excellent buffet meal, to which TRAACA members added cookies, brownies, and cake for dessert.

The Nicholson House Restaurant and Gift Shop is a nicely-restored Victorian home that seems to be located far out in the back roads of North Carolina, providing a remote and attractive setting. Our late lunch/early dinner consisted of hamburger steaks, chicken tenders, gravy, mashed potatoes, green beans, and rolls, plus beverages.

A few members ventured into the attached gift shop where they had freshly-made hand pies and a variety of wares.

The restaurant is also near Layden's Supermarket, a great place to buy homemade candies and other goods from the area.

Participants included Nick Smith, Harry Boone in his 1940 Ford coupe, Tim and Phyllis Hund in a modified 1946 Ford convertible, Alfonso and Patrizia Ludovici with their 1949 Mercury Eight Sport Sedan, Bruce Sedel in his 1949 Packard Super Deluxe touring sedan, Harry and Tammy Park and Aubrey Austin in a 1953 Ford Customline sedan, Bob Stein in his (new to him) 1954 Mercury Monterey coupe, Ken and Barbara Talley in their 1955 Buick Century 4-door hardtop, Keith Colonna in a 1957 Lincoln Capri coupe, Wayne and Carol Milligan in their 1968 Ford LTD sedan, Bill Treadwell in his 1969 Camaro convertible, and the Ciccones. Other participants included Richard and Sandy Hall, Mark Bischoff, Bob and Dot Parrish, Betty Waterhouse, Terry Bond, and Tyler Gimbert all in modern iron, and Austin Milby who arrived in a 1968 Volkswagen but opted to ride along with friend Tyler. Thanks to all who enjoyed the ride and special thanks to Dan Ciccone and Harry Park for selecting such a quiet, pleasant route.

Betty Waterfield, Dot and Bob Parrish, Nick Smith, Bob Stein

Aubrey Austin, Bill Treadwell, Harry and Tammy Park

Sandy and Richard Hall, Bruce Sedel

Harry Boone

Keith Colonna

Phyllis and Tim Hund

Alfonso and Patrizia Ludovici

MARCH DINNER MEETING

by Linda Pellerin

The March TRAACA Dinner Meeting was well attended, in anticipation of our special guest speaker, local TV personality Chris Reckling.

Emmy-award winning reporter and anchor Chris Reckling is the co-host of The Hampton Roads Show. Prior to that, he anchored weekend sports for WAVY and FOX 43 since 1993.

His first job in television was at WECT in Wilmington, N.C. where Chris worked as a photographer, reporter and sports anchor.

Chris joined WAVY TV in November 1989 as a photographer, but quickly established himself as a reporter. From college bowl games, major league baseball, the Daytona 500, to NFL playoff games, Chris has covered the full gamut of sports. Since joining the sports team at WAVY and WVBT, Chris has earned numerous awards including an Emmy for his work on Old Dominion's return to football in 2009. Chris has been named "Hampton Roads Outstanding Sports Broadcaster" by the Chesapeake Athletic Club twice and, in 1999, was named Hampton Roads' top sportscaster by the readers of The Virginian-Pilot newspaper.

A photographer first, Chris still shoots, edits and produces the majority of his stories.

Chris became co-host of The Hampton Roads Show in 2011. Since joining HRS, his work has brought awareness to important community events and has helped raise thousands of dollars for numerous non-profit organizations.

His weekly feature, "Reck on the Road" shines a light on the colorful people, places and events that make his hometown so special.

Chris is a Hampton Roads native. Born in Norfolk and raised in Virginia Beach, he is a graduate of Princess Anne High School. He was named a high school football and baseball All-American during his days at Princess Anne. Chris received his Bachelor's Degree from Virginia Tech where he also played both football and baseball.

Chris still calls Virginia Beach home and, on his days off, he can be found fishing or paddling around in the ocean surfing with his buddies. Members enjoyed his reminisces of younger days playing with cars. He kept us enthralled with personal stories about some of the great sports stars he has interviewed over the years.

Club members had time to ask a lot of questions, including one -"how can we get more publicity for our club." Chris immediately snapped a quick group photo of the audience and the next morning, we were the first item on The Hampton Roads show! It was a great evening.

Linda and Chris

Taking the selfie that was on TV

Us on TV!

LOOKING BACK

Wayne and Carol Milligan have been having a lot of fun going back through some photos and spending time with Dewey and Maxine recalling some of Tidewater Region's years gone by. It's called "reminiscing " but we're going to call it simply "Looking Back."

They will continue to send photos of some our past events, and the members who enjoyed them. Yes, some are no longer with us, so it'll probably be hard for many to recognize the names and photos. But, it's important to spend time looking back. It helps everyone realize what a strong and fun-loving club this is - and can be as we move forward into the future.

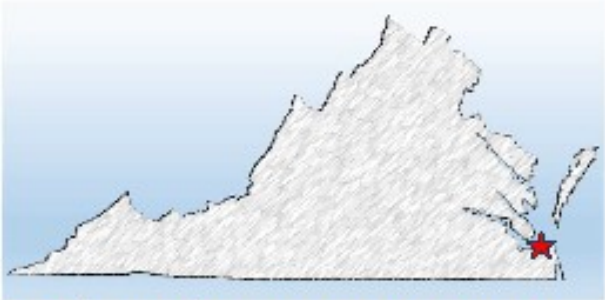
As we get older most of us wish we'd spent more time with our parents learning about what they called "the good old days." This is your chance to enjoy that with TRAACA. But just like back then, THESE are going to also be "good old days" . So - get out and enjoy them and help make great memories.

1996-TRAACA members at the AACA Annual Meeting in Philidelphia, PA.

L-R back row - Dick Chipchack, Ken Talley, Ivie Lister, Neil Sugermeyer, Jeff Locke, Bob Parrish. L -R middle row- Marjorie Joslin, Dot Parrish, Bill Wilcox, Maxine and Dewey Milligan. L-R Kneeling in the front row - Ivan Joslin, Bob Eddy, Bob Woolfit, Terry Bond. Bob Woolfit received a National Award for his 1934 Packard and Terry received a Master Editor Award for The Mudflap.

73rd Annual ODMA MEET

May 1st and 2nd, 2026



The Tidewater Region of The Antique Automobile Club of America will host the 73rd Annual Old Dominion Meet. The Meet will be held at the Real Life Christian Church at 900 Centerville Turnpike North in Chesapeake, Virginia, on May 1st and 2nd, 2026. Onsite trailer parking will be available at the church from 1 p.m. on May 1st through 6 p.m. on May 2nd. Trailers will need to be moved from the church parking lot before 6 p.m. on May 2nd.

Friday Night Social: 5:30 p.m. – 8:00 p.m. Pizza at Real Life Christian Church.

Saturday:

8:00 a.m.	Vehicle registration and parking fields open
10:00 a.m.	All show vehicles on the field
11:00 a.m.	Judging will begin
2:30 p.m.	Dinner followed by Presentation of Awards

Saturday Awards Dinner: Pork and Chicken BBQ Dinner with baked beans, green beans, rolls and dessert at Real Life Christian Church.

To register:
Complete the form at www.traaca.com and mail with your check made out to TRAACA to:
Jerry Adams, 3400 Commerce Street, Portsmouth, VA 23707
For registration questions, please contact Jerry Adams at (757) 673-3240 or traacameet@gmail.com

First 100 pre-registered cars will receive a dash plaque.

Hotels:
Hilton Garden Inn, 1565 Crossways Blvd., Chesapeake, VA 23320, (757) 420-2515, www.hilton.com
Homewood Suites, 1569 Crossways Blvd., Chesapeake, VA 23320, (757) 213-0808, www.hilton.com
Fairfield, 1565 Crossways Blvd., Chesapeake, VA 23320, (757) 420-1300, www.marriott.com
Spring Hill Suites, 1565 Crossways Blvd., Chesapeake, VA 23320, (757) 410-9406, www.marriott.com
Comfort Suites, 1550 Crossways Blvd., Chesapeake, VA 23320, (757) 420-1600, www.choicehotels.com

Registration Deadline is April 17th

Questions? Please contact Harry Park at 757-274-5426 or harrypark@yahoo.com

Registration will begin in March - watch the *Mudspeck* for announcements

Tidewater Region AACA Presents

73rd ODMA Meet

Friday May 1 & Saturday May 2, 2026

Real Life Church

900 Centerville Turnpike N, Chesapeake, VA 23320

Pre-registration Required for ALL Vehicles — **Meet is Rain or Shine**

Registration MUST BE Postmarked by April 17, 2026 — **NO Rain Date - No Refunds**

Registration Form - PLEASE PRINT LEGIBLY

Personal Info: *(Must be an Active AACA member to show a vehicle)* AACA Member No: _____

Name: _____ Phone No: _____

email: _____ AACA Region: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Vehicle Info: *(List Year, Make, and Model. List AACA class if known, If unknown leave class blank)*

!! ALL Show vehicles must have a fully charged, operational, UL-approved fire extinguisher visible AT ALL TIMES !!

#1 Year: _____ Make: _____ Model: _____

Class: _____ ODMA Award sought: *(Circle One)* ODMA Junior | ODMA Senior | ODMA Preservation | ODMA Original* | ODMA DPC | DO NOT JUDGE

#2 Year: _____ Make: _____ Model: _____

Class: _____ ODMA Award sought: *(Circle One)* ODMA Junior | ODMA Senior | ODMA Preservation | ODMA Original* | ODMA DPC | DO NOT JUDGE

#3 Year: _____ Make: _____ Model: _____

Class: _____ ODMA Award sought: *(Circle One)* ODMA Junior | ODMA Senior | ODMA Preservation | ODMA Original* | ODMA DPC | DO NOT JUDGE

** Original is formerly HPOF (Historic Preservation of Features) is only available If the vehicle was pre-certified at a National AACA Event as HPOF/ Original*

** DPC (Drivers Participation Class) are NOT point judge, they are evaluated*

ALL VEHICLES MUST BE ON SHOW FIELD BY 10:00AM

	QTY	EACH	TOTAL
Vehicle(s) *(First Vehicle)*	1	@ $30.00	$ _____
(Additional Vehicles)	____	@ $20.00	$ _____
Trailer Parking *(See Flyer for details)* *(Trailer Length ____ ft)*	____	@ $FREE	$ _____
Friday Night Social *(Price Per Person see Flyer)*	____	@ $10.00	$ _____
Awards Banquet Saturday *(Price Per Person see Flyer)*	____	@ $25.00	$ _____
Total			$ _____

If registering additional Vehicles please attach second registration form with Name & additional vehicle Information

I would like to help Judge : Yes / No *(Circle One)* *(if Yes, Dan Ciccone will contact you with details)*

I agree that the Tidewater Region AACA (TRAACA), Old Dominion Meet Association (ODMA), named sponsors, directors, officers, employees, volunteers and agents of the above will not be held liable for any injury or damage incurred by the listed vehicle(s) entered in the show before, during, or after the meet on May 2, 2026. I further certify that I have the required Liability Damage Insurance on the listed show vehicle(s) for the state in which they're registered.

Signature: _____ Date: _____

Meet Questions ODMA Meet Chair Harry Park
Phone: (757) 274-5426 **Email:**harrygpark@yahoo.com

Registration & Payment *Mail completed form along with Payment made out to TRAACA*
Jerry Adams 3400 Commerce Street Portsmouth, VA 23707
Phone: (757) 673-3240 **Email:**TRAACAMeet@gmail.comemail@domain.com

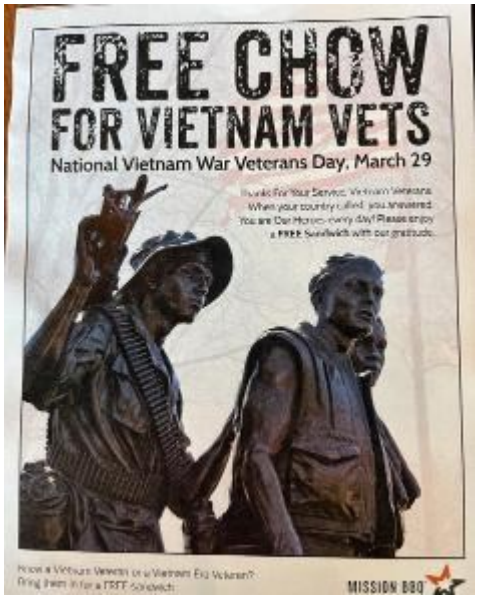
Veterans Spotlight

Holly Forester

March 29 is National Vietnam Veterans Recognition Day. That date was chosen because it was on this day in 1973 that the last combat troops in Vietnam were withdrawn. The Vietnam War was a deeply divisive war, which sparked protests and riots across the United States. Sadly, the heightened emotions were often directed at veterans returning from South Vietnam, which was unlike the celebrations that had occured after previous conflicts. That left these veterans confused, angry, and resentful at the lack of recognition of their service in support of the political goals of the United States. In 1974, President Nixon issued a proclamation establishing March 29th as Vietnam Veterans Day. That proclamation was signed into law in 2017 by President Trump. The law was titled, "National Vietnam Veterans Recognition Act," and was intended to recognize those who had served during the time period of the Vietnam War 1 Nov 1955 - 15 May 1975, regardless of location. Based on information I have received, here is a list of TRAACA Vietnam Veterans. (Ed. Apologies if I missed anyone)

Vietnam Service In-country or surrounding waters and territories

Allan Becker
Dick Chipchak
Sam Kern
Pete Koch
Frank Sheleheda
James Stanbury
Bill Treadwell
Jim Villers



Vietnam War-time Service in other locales

Tom Allan
John Blair
Terry Bond
Boe Bostjancic
Dan Ciccone
John Clark
Bill Coburn
Mark Davidoski
Scott Davies
Gerry Massie
Mickey McChesney
Skip Patnode
Rick Seaman
Dennis Sobota
Bob Stein
Matthew Weinstein

A heartfelt thanks to all Vietnam Vets!

Mickey McChesney

Mickey with his son, Mike, who was a CTI2 and served for 5 years

Mickey's son, Ed, who served for 26 years

ROUTE 66 - the Beginning.

Long before there was an official Route 66, settlers heading to the far west, used various established trails, including the famed Fort Smith Wagon Road, that originated near the Arkansas-Oklahoma state line and wound its way toward Santa Fe. Often those trails also paralleled early railroad lines that were on a slightly higher grade, relatively flat and stable and less subject to flooding.

In the early 1900s, Cyrus Avery of Tulsa, Oklahoma, a realtor and owner of a coal company, began acquiring oil leases. With the need to reach the barren lands around him and the need for a roadway from the Midwest to the western lands connecting cities along the way, the road became a reality. With John Woodruff of Springfield, Missouri, Avery promoted the idea of bringing prosperity to Tulsa and other points west. Avery is remembered as "The Father of Route 66."

Route 66 had its official beginnings in 1926 when the Bureau of Public Roads launched the nation's first Federal highway system. Like other highways in the system, the path of Route 66 was a cobbling together of many of those early existing local, State, and national roads.

Cyrus Stevens Avery

Although much of Route 66 followed that patchwork of existing trails, its southern-most placement along the 35th parallel was intentional. It wasn't so far north that snow would be a problem during part of the year, and it wasn't so far south that summer's heat would make it unbearable. Basically, it was intended that Route 66 would be a highway available year-round in any kind of weather.

Unlike the straight Lincoln Highway much further north, Route 66 did not follow a linear course. Its diagonal course linked hundreds of rural communities from Chicago to Kansas and on to Los Angeles, enabling farmers to transport grain and produce. Remember, Avery's original thoughts were to link small cities along its route. The highway also benefitted greatly because of the active promotion of the U.S 66 Highway Association, which advertised it as "the shortest, best and most scenic route from Chicago through St. Louis to Los Angeles.

By the 1930s the trucking industry was using Route 66. The truckers enjoyed the easier drive across the prairie lands and milder climates than the northern routes offered.
Merchants in small and large towns along the highway looked to Route 66 as an opportunity for attracting new revenue to their often rural and isolated communities. Businesses offering fuel, lodging, and food soon began to line its right of way. Even with tough times, the Depression that proved so disastrous nationally had an ironic effect along Route 66. The vast migration of destitute people fleeing their former homes actually increased traffic along the highway, providing commercial opportunities to a multitude of small, mom-and-pop businesses.

To be continued…

Information compiled by Terry Bond with information provided by the U.S. Department of Transportation, Federal Highway Administration. Map courtesy of the National Park Service.

The San Diego Car Museum

By Rick Seaman

While in San Diego CA recently, I visited the San Diego Car Museum.
Among many great cars there, the star attraction was Louie Mattar's "Fabulous Car".
No visit is complete without seeing this "crown jewel" of the permanent collection.

Louie Mattar's Fabulous Car is a modified 1947 Cadillac Fleetwood. It is a marvel of mid-century eccentricity and engineering. Designed for non-stop cross-country travel, the car successfully completed a **6,320** mile round trip from San Diego to New York in 1952 without ever coming to a halt.

As you walk around the display, you'll see the "spaghetti" of pipes and custom contraptions that allowed the crew to:

Refuel and change oil while moving.

Change tires mid-drive using built-in hydraulic jacks and a side catwalk.

Enjoy "home" comforts like a washing machine, a stove for cooking hot dogs, a refrigerator, and even a shower on the running board.

Beyond the special exhibits, the museum floor is packed with over 75 vehicles that tell the story of automotive evolution. Highlights include:

Antique Collections: A stunning array of early 20th-century beauties, including vintage lowriders and rare exotics.

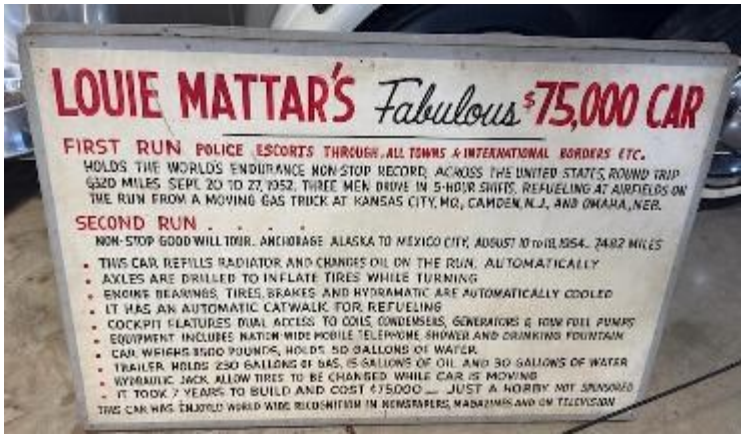
The Indian Motorcycle Display: One of the finest collections of Indian Motorcycles on the West Coast, featuring models dating back to the early 1900s.

Pop Culture Icons: Don't miss the **DeLorean DMC**-12, a favorite for fans of Back to the Future.

The Berg Family Library
For those who want to look "under the hood" of history, the newly renovated Berg Family Library (and the Skeets Dunn Research Center) is must-see. Now the largest of its kind on the West Coast, the library houses an incredible archive of:
8,000+ automotive magazines.
4,850 specialized books.
2,500 rare repair manuals dating back to 1901.

The library is typically open for browsing and research during museum hours, providing a quiet, scholarly retreat for enthusiasts to identify old photos or research their own classic restoration projects.

Enjoy the pictures and be sure to put this on your "must see" list for your next trip to California.



San Diego Model Railroad Museum

Rick Seaman

Still in San Diego, you can visit the **San Diego Model Railroad Museum.** It is like a quiet exhale after the bright, bustling energy of Balboa Park. Tucked in the basement of the Casa de Balboa, the air is cooler here, carrying the faint, nostalgic scent of warm electronics and sawdust.

As you walk through the doors, the first thing that hits you is the sound: a rhythmic clickety-clack of wheels on metal and the distant, haunting echo of a miniature whistle. You're standing in North America's largest indoor model railroad museum, where 27,000 square feet of floor space has been transformed into a sprawling series of tiny universes.

The Journey Through the Layouts

Each room feels like a new chapter in California's history. You lean over the railings to see:

The Tehachapi Pass (HO Scale): This is the showstopper. You watch a long freight train snake through a two-level mountain range, performing the famous "Tehachapi Loop" where the locomotive literally crosses over its own tail end to gain elevation.

The San Diego & Arizona Eastern: You follow the tracks of the "Impossible Railroad" as they navigate the treacherous Goat Canyon Trestle - a tiny wooden marvel that looks just as daunting in miniature as it was in real life.

The Pacific Desert Lines (N Scale): Here, the world shrinks even further. In this desert landscape, the trains look like gleaming needles moving through vast, arid basins dotted with hand-crafted saguaro cacti.

The Toy Train Gallery: This room is pure joy. It's brighter, louder, and filled with the classic Lionel and American Flyer trains that lived under Christmas trees for generations.

The Magic in the Details

The real story, though, isn't just in the locomotives. It's in the **Easter eggs**. If you look closely at the "Cabrillo & Southwestern" layout, you might spot a tiny hobo warming himself by a campfire, a drive-in theater playing a 1950s film, or even a miniature pool shark in a local dive bar.

You'll likely see a few volunteers with "engineer" caps tinkering with a switch or cleaning a stretch of track. These folks are the heartbeat of the place and, if you ask, they'll tell you about the decades of work it took to build these mountains out of plaster and pine.

As you finally emerge back into the San Diego sunshine, the world feels a little larger - and your own step a little lighter - having just spent an hour as a giant in a world of incredible, tiny dreams.

STILL COLLECTING

By Terry Bond

A couple of recent acquisitions, and trying to learn more about them, prompted this month's article. I enjoy learning all I can about items in my collection(s), and this time I've uncovered two interesting stories about companies whose demise has some similarity.

The first item is this great advertising watch fob for The Pan Automobile.

The Pan Automobile

Samuel (Sam) Connor Pandolfo was a teacher, then an insurance salesman, and finally an automobile company owner.

His extensive travels as an insurance salesman inspired him to dream up a new car design, one that suited a traveler. What he envisioned was an automobile with fold-down seats (for camping along the roadside) and ample storage compartments for everything from spare parts to food for long trips. Even an ice-chest was designed to be included. He also wanted to incorporate extra road clearance to allow for safer and smoother travel of the rough roads of the time.

A New Pan automobile at the factory.

In 1916, Pandolfo embarked on travels from New York to Chicago to try selling stock for his car company. He was obviously an experienced salesman as the $10 shares of stock sold well. There were 9,000 stockholders by 1917. In March that year, St. Cloud MN became the official site for the new Pan Motor Company. St. Cloud was perfectly situated near harbors, iron ore mines in Duluth, and major rail lines. Two power dams on the nearby Mississippi River would also provide sufficient inexpensive power to operate his proposed factory.

Front view of a Pan automobile from a catalogue in my collection

On the Fourth of July 1917, the company was officially opened when their first prototype automobile was unveiled at a huge public picnic. Over 15,000 pounds of beef and over 8000 loaves of bread were reportedly consumed. Still, the size of the crowd exceeded their ability to adequately feed everyone attending. It was however, another great opportunity to sell stock.

The factory complex, constructed with stockholder's money, was named "Pan Town." It featured one of the largest Drop-Forge plants west of Chicago. Other buildings housed offices and smaller machine shops. An area designed to house workers was also constructed. There were fifty-eight homes, a fire department and hotel eventually built. The company continued to raise capital by selling stock to pay for construction of these facilities. It also spent a large amount on postage-$30,000 to $40,000 a year-to promote and sell stock and encourage investments. It was this large-scale mail campaign to raise capital that would prove to be damaging eventually.

The Associated Advertising Clubs of Minneapolis (forerunner of the Better Business Bureau) lodged a complaint against the Pan Motor Company. They claimed Pandolfo spent more money on promotion than his Minnesota charter permitted. Although the suit was dismissed, the claim continued to attract attention and stockholders and the public became concerned, quickly having an impact of potential sales. A lot of Pan's supporters, though, would later claim the Advertising Association was simply being vindictive as Pan has refused to engage their services for his marketing campaign.

On February 1, 1919, although full-scale production of cars was now underway, a Chicago Fed-

Pan Automobile Company Stock Certificate

eral Grand Jury indicted Sam Pandolfo and all of the company's officers on seven counts of mail fraud and one count of attempted mail fraud. The counts against the officers of the company were dropped but Pandolfo was convicted and served three years in the United States Penitentiary, Leavenworth. The company struggled as it attempted to continue producing cars, introducing a new model and struggling to fulfill Government orders. In order to continue raising capital, they resorted to production and sale of parts to other manufacturers. While this all helped improve cash-flow, the factory doors finally closed for good in1922.

Of the 737 Pan cars produced, only 6 are known to exist: three in the hands of private owners and three in museum collections.

Pandolfo suffered a stroke in December 1959 and died January 27, 1960, in Fairbanks, Alaska.

The Pan Motor Company Office and Sheet Metal Works building on 33rd Avenue North, St. Cloud, Minnesota, still stands, and is listed on The National Register of Historic Places.

The Dragon Motor Car

Next is this salesman's lapel pin. It's a beautiful tiny enameled pin made by the Amercan Emblem Company in Utica, NY.

It's a miniature of the radiator emblem that appeared on the automobiles produced by the Dragon company.

There have been at least two Dragon automobiles produced in the USA. The first of them was built by The Dragon Automobile Company beginning in 1906. The company was founded in Detroit, but the company soon moved to Philadelphia to take over the J. G. Brill manufacturing plant.

The Dragon Automobile Company was not able to sell enough cars to satisfy its creditors or component suppliers, and, in 1907 went bankrupt . The Dragon automobile had a four-cylinder engine, and appeared in touring, runabout, roadster, and town car models that were sold for about $2,000. From its start, the Dragon suffered from quality issues. Customers and even suppliers complained about the poor quality of the vehicles.

The company was re-capitalized into the Dragon Motor Company, but was in receivership by 1908.

In late July 1920, the Dragon Motors Corporation reappeared and announced plans to produce a taxicab and "America's Most Elegant Car". A big advertising campaign began in order to sell stock claiming that production had commenced at a rate of one car per day. Brochure photographs indicated the model line included a touring car, a victoria and a roadster.

In January 1921 the sale of Dragon stock was banned in the State of Illinois and shortly after the officers of Dragon Motors Corporation were charged with fraud. These officers subsequently went to jail. About 300 people had been swindled.

A total of only 13 Dragon automobiles were built before the company ceased to exist in early 1922.

Sometimes, "The Rest of The Story" makes the object even more interesting.

Happy Collecting as always,
Terry

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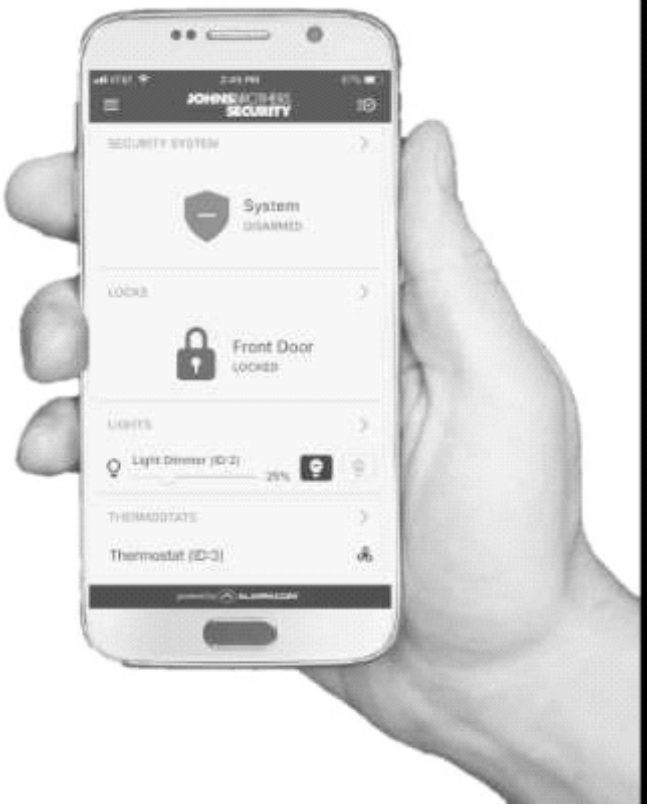

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