

70th Anniversary



Mudflap



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

Volume 71, Issue 4

April 2025

"...Little GTO, you're really lookin fine..."
From the legendary song by *Ronnie and the Daytonas* - "Little GTO."

MY 1965 GTO

By Tony Scarpelli

My own "second childhood" began when I acquired my 1967 Pontiac GTO several years ago. It was a love-affair from long ago that was finally fulfilled. The GTO, to many of us, is pure nostalgia. It takes us back to our youth in the 60's when cruising downtown, curb service at the A&W Root Beer stand, or parking under the moonlight with your girlfriend was a big part of living. Oh, and of course, there was always street-racing with every stop-light being the starting point. Sunday trips to the drag strip were frequent.

The Pontiac GTO is iconic. No, it wasn't the first muscle car, but for many of us it ushered in a time during our lives that today stands out in our memories. We all lived our own version of "American Grafitti" and the GTO was part of it.

Most recently, we've admired Tony Scarpelli's freshly restored 1965 Convertible so I asked him to share a bit about the car with us through the Mudflap. Editor

In the Spring of 1973, a soldier stationed at Ft. Eustis Virginia walked by the post service station and spotted a 65 GTO parked for sale. It was a slightly beat- up turquoise convertible (Reef Coral in Pontiac speak), 4spd car. The soldier inquired about it and bought the GTO.

In the following seven years he drove the GTO like many of us drove cheap used muscle cars in the 70s. He installed big mag wheels on the rear, rode it hard, blew up the engine and transmission at different times, and obviously enjoyed the car without thinking about its future interest as a collector vehicle.

In 1980 he received orders for Germany. The GTO was parked in the grass on the side of his parent's home and covered with a tarp awaiting his eventual return. Life doesn't always go according to plan. He met a girl, settled down in Germany and never returned home. Meanwhile, the GTO waited under the tarp for 37 years.



The soldier and his parents passed in the 2015-17 time period. The GTO passed to the younger brother who worked in my shop as a mechanic. From the time the GTO was parked he had planned on restoring it, but the timing was never right. We both loved old cars and he even worked on mine on occasion. One day he offered to sell me the GTO.

A deal was struck and the GTO was towed to my shop. I had only peaked under the tarp before purchase but now the tarp was removed and the car could be more closely examined.



The original plan was to get it running and drive just like it was.

That plan changed when the parts were removed from the interior and it could be seen that the floors could not support the seats, let alone a person. The dash board had giant rust holes. The top of the firewall was rusted away to the point the bottom of the windshield was unsupported in spots. When the parts were removed from the trunk there wasn't much of a floor there either. Now the choice was either total restoration or use as a parts car.



Of course the paint was tired. Many areas were in primer with bondo patches, but it was complete. In fact extra parts filled the interior and the inside of the trunk.



Restoration began in the fall of 2017. The GTO was completely disassembled. The body was towed to Muffler King where Kevin, an amazing welder and fabricator, welded new interior and trunk floors. He welded the dash, "A" pillars and top of the firewall from a donor car in Oklahoma. While this was happening, the engine was sent to Jasper remanufactured engines in Jasper Indiana. I would highly recommend this, the price



was reasonable with a great warranty. The original 4 speed transmission was found in the trunk. I enrolled in a transmission class at the community college and rebuilt it after work.

When underside welding was completed, the body was towed to "Sand Blast Experts" in Norfolk. The GTO was hoisted in the air and the underside of the body was sandblasted and painted with epoxy that is used on ship hulls. Technically, this was not a "body off" restoration, but all chassis aligning points were not disturbed. The result was the doors, hood and trunk alignment remained the same. All chassis to body hardware were replaced.

Next, the GTO was towed to a retired body man's backyard shop for prep for painting. The left/ right rear fenders, hood and left front fender



were deemed unusable and were replaced. Panel gaps were rechecked, and the car was sprayed in primer.

Now it was off to my friend John Sandiago who painted my 1956 Chrysler years earlier. The GTO was painted in its original color. The seats were restored by "Kirks Upholstery "my shops next door neighbor.

Finally, it was time for assembly. Unlike the Chryslers I have restored, GTO parts are reproduced and available. If you find a GTO key, you could build a car from it.



Now, six years later this GTO is finished. I drove to the ODMA show in Roanoke and completed an AACA tour in Fredericksburg.

I was proud to have received an AACA junior at our club sponsored national meet in Hampton.

Not only is it a pretty car to look at, I love **driving** this car. With some oldies on the radio, it can be 1965 once again.

Ramblings from the President

Traditions have carried Tidewater Region quite successfully over the past 70 years. From restoring memorable automobiles to making new friends to a March swap meet, a chili cookoff, a silent auction, and a holiday brunch, traditions have served us well. In this light and a couple favorable comments, I took it upon myself to research the possibility of taking our September meet back to the Military Aviation Museum.

Many of you will remember the Wings and Wheels meets from 2008 to 2019. The Museum supported us and provided a wonderful venue for twelve annual meets and our hosting the Eastern Spring National Meet in 2015. A plaque honoring this commitment is still displayed at the Museum.

So, I contacted the current events coordinator, Mr. Welch, only to learn that the current executive board for the Museum is shying away from car shows. Their schedule for this year is quickly filling with weddings and similar events, so a meet for 2025 is out of the question.

Not to worry, by the time you read this, a decision may have been made for an event like our post-Covid shows at Eggleston Services in Norfolk. The show will go on!

But other traditions need help. Our award-winning newsletter, the *Mud Flap* needs a new editor or staff to keep it running. Terry and Sue Bond, as interim editors, are doing a wonderful job, but Terry made his impassioned plea at the March dinner for a new editor. The company store needs an active volunteer to assist new and old members with finding Tidewater embroidered apparel and other souvenirs. Do you have an interest in finding speakers for our dinner meetings? We need your help.

To those of you who have stepped up to form a committee for the 2026 ODMA meet, thank you.

For your contributions, comradery, and friendships keeping us the great organization that Tidewater Region is, thank you.

See you at an event soon,

Bill Treadwell

TRAACA President



2025 TRAACA Officers & Board

President - Bill Treadwell
tbears3@verizon.net

Vice President - Harry Park
harrygpark@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

Permission is granted to other AACA groups to reprint articles from this newsletter (except copyrighted material) if credit is given to the author & newsletter. Permission is NOT granted for Internet publishing without preapproval.

TRAACA MEMBER'S PAGE

Members celebrating anniversaries in April

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



Members celebrating anniversaries in May

Scott & Mary Cartine
Mike & Denise Haag
Boyd & Debra Swartz
Alan & Laurel Swenson

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!

Welcome to our New Member!

Brian Coombe

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

Members celebrating birthdays in May

Allan Becker
Sonny Butler
James Carnforth
Dickie Clifton
Larry Cutright
Jeanie Downing
Charline Geib
William Gross
Mike Haag
Julie Hobbs
Josie Kinker
Kit Lawrence
Cindi Nash
Tina Pack
Dot Parrish
Rhonda Russell
Gordon Spence
Alan Swenson



TRAACA Calendar

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

April

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

May

- 15 Dinner Meeting

DINNER MEETING PROGRAM SO MUCH HISTORY, RIGHT IN YOUR OWN BACKYARD!

Were you at the March dinner meeting? If you missed it, you not only missed the chance to socialize with other club members and friends, you missed the first half of a great program arranged by Linda Pellerin and Ken Talley.

Several years ago, a wonderful TV series was aired on our local PBS station — "Gone but Not Forgotten" was a look at some of Norfolk's historic sites, some of them now no longer existing. The series was a nostalgic look at some of those sites and what they meant to the area. The setting was in the World War II area, and included interviews with surviving business owners and some of the people who worked there, and some of the local people who once enjoyed the entertainment they offered — even the old Gaiety Burlesque Theater! We didn't ask for a show of hands from former audience members, but still, it was a piece of Norfolk history, especially during that time.

It was an enjoyable evening for us looking at a time that is now gone, but certainly not forgotten.

JOIN US FOR PART TWO of this wonderful program on April 17th at our next TRAACA Dinner Meeting.

From the Editor's Keyboard

Terry & Susan Bond

Ok, so it's April already, and in keeping with tradition, this "Official" news bulletin was revealed on April First by the world renowned "Rioter's News Agency"

Science has identified source of traffic jams -- After years of study, a consortium of scientists has come up with some answers to one of the world's biggest problems - traffic. No matter where you are, you just can't seem to get anywhere because of traffic jams. It's hard on vehicles and even harder on their drivers and occupants. Nobody can get anywhere on time. Wear and tear on vehicles causes a multitude of problems and the cost of using them keeps climbing. Pollution, whether it's smelly exhaust,

the stench of gas, or the filth of dripping oil is also an increasing problem. Even newer electric cars have caused problems. Valuable parking spaces are now taken up by "charging stations."

The big announcement is the real cause of all this has finally been isolated. There are too many roads! Major countries world-wide are now starting to issue bans on the construction of new roads. The theory "built it and they will come" has been finally debunked. The new theory rapidly gaining popularity is "quit building and they will stay home!"

At last there seems to be an end to the cycle – build more roads and housing developments will soon appear. Then, drug stores on corners, and big gas stations begin to appear. Large shopping centers soon sprout up and the age-old problem quickly rears its head - traffic that creeps along from one place to another that never used to even exist. It may take a while to reverse the trend, but at last - Peace and quiet here we come!

Now that April Fool's day has come and gone, we can get back to business - Yes, we're still hopeful one or more members will step up and ask us to help them learn how to be our next editor(s). We have a good flow of material coming in and can help you keep that going. Some computer skills are needed, but nothing serious. If you're sending emails, buying stuff on ebay, and writing your annual Christmas letter to friends and family, then you can handle the Mudflap!

It's fun and keeps you involved in the club and the old car hobby. All it takes is a little time each month and a genuine love of antique cars and the people who enjoy them. We've got the nucleus of a team in place and have already got a couple of volunteers interested in helping. Give us a call or grab us at a meeting. We promise we won't toss you in at the deep end of the pool.

Exciting things are on the horizon - more stories about members and their cars are in the hopper. If you've got a story to tell let us know. We can help make you famous! Activities are increasing and we'll keep you informed so you can take part or learn about what you missed.

Meantime, it's spring so get out and enjoy your antique cars with us. See you on the road again.

Terry & Susan

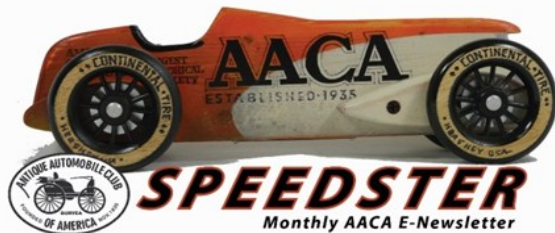
Other Local and National Events

April

- 19 Virginia Chevy Lovers Dust-Off Show,
Landstown Commons Shopping Center

May

- 1-3 Western Spring National/Grand National,
Tucson AZ
- 10 Rolling with The Knights Show, Church of
the Ascension
- 17 Old Dominion Meet Association Annual
Meet - Keystone Tractor Museum



Are you getting the AACA Speedster? It's the AACA's monthly e-newsletter that will keep you up-to-date on what's going on in the wonderful world of antique autos and AACA. You can even contribute your own articles and photos!

Need info about upcoming events? What's going on with AACA? Need touring information? Where to go, how to get there and what to do?

SPEEDSTER is the Antique Automobile Club of America's monthly e-newsletter, containing updates from the club and library, member contributions and stories, antique auto trivia, Nationals (Meets) & Tour details, interesting industry articles and much more.

Current AACA members may submit stories and photos for potential publication in. We are always looking for more articles about accounts of tours and shows you have attended, restoration projects, unique vehicle stories and history, and any other items you may want to share.

Send an email to sign up:

szimmerman@aaca.org

Day trip Tour to Murfreesboro, North Carolina

Saturday, June 7, 2025

We will be touring the Brady C. Jeffcoat Museum in the old High School. It is one of the most unique Museums you will ever visit. It has so much memorabilia that everyone will remember as you grew up, and it has 3 floors of everything.



The first time Bob and I went was with Maxine and Dewey Milligan with the Model A

Club, they used to have a judged Pork Festival outside. I guess it is since Covid that they stopped having it at the Museum, they have turned it over to the Fire Department and they have the Pork Festival some other time, we got to meet Mr. Jeffcoat, he was a very nice man, but he has since passed away. He started collecting after his wife died, and people have been donating to the Museum ever since.

We did a tour in 2005, but it was an overnight tour and we had 57 people go.

We had a great time. I was trying to get another trip to Murfreesboro several years ago, but Covid hit and wiped out my plans, so Paul wants to try this again.

We will probably meet in the Greenbrier area and you do not have to drive an old car. You may drive your every-

day car if you wish. This trip is only about 1 hour and 20 or 25 minutes. So, be thinking about joining us for a fun-filled day, and there are several restaurants in Murfreesboro for you to pick. We will have a sign-up sheet at the April dinner meeting.





Many years ago, the Car Club of Hampton Roads was formed to help reduce often conflicting event dates for local clubs. Another important job of the council was to work together to help legislators understand and reduce the impact of any pending legislation on our hobby. It was patterned after a similar group in the Western part of the state that had been successful in revising antique car registration laws and has proven effective in reducing or eliminating personal property tax for our hobby vehicles. TRAACA was instrumental in forming the local Car Club of Hampton Roads. Over the years it has gone through various iterations but today, it remains an active and involved group of local car enthusiasts sharing a common bond – the love of the automobile.

Besides doing the Dinner Meeting announcements and the RSVP list, our hard working Skip Patnode has been a member of the Car Club Council for many years with the Alfa Romeo Club and the Khedive Shriners, He has also voluntarily served as the TRAACA representative for the past few years. Skip has provided some information about the Council that might be of interest to members who have heard about the organization but didn't know much about it.

The Council is comprised of members from many of the car clubs in the Tidewater area and is instrumental in trying to restrict conflicting dates of car related events among member clubs. Not an easy job as you can see if you visit the calendar section of their website. <https://www.ccchr.org/> This is where members post their fliers or other information. When a member club's flier is posted, it is accompanied by a CCCHR Logo so others can support clubs that are members.

The Council also sponsors the weekly cruises at Landstown Commons which are hosted each week by different member clubs to help sponsor their favorite charities.

The Council has a trailer complete with cones,

etc. free to loan member clubs for use at their events. There are also spots for sponsors to have their banners on the trailer for a nominal fee.

The Council also offers an Umbrella Insurance Package at a reasonable price for any member club interested.

Monthly meetings are held at 7:00 PM on the 4th Tuesday of each month at Priority Chevrolet, 1495 S. Military Hwy, Chesapeake and are free and open to anyone with a car hobby interest, maybe you might also like to join. Sorry, no dinner with this one!

I send a link to the meeting minutes to Bob Stein for the Mud Speck each month so you can see what kind of progress, if any is made.

A couple of other connections with the Council are Dr. Mark (Who is also the President this year) at <https://www.facebook.com/757AutoEvents/> and Dave at Car Crazy in Tidewater Virginia <https://tidewater-car-lover.blogspot.com/> Thanks,

Skip Patnode skippatnode@cox.net or 757 672 8495

National AACA 2025 Event Calendar

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

OCTOBER

7-10 Eastern Fall Meet, Hershey PA
22-25 Central Fall National, Galveston TX

TRAACA Breakfast at Hot Rodders Cafe

Thanks to Bob Stein, Terry and Sue Bond for photos and content.



Earlier this season, something new and different appeared on our calendar of activi-

GREAT FOOD!
GREAT CARS!
GREAT PEOPLE!

ties. Some would call this a mini-cars and coffee style gathering. I think a more suitable name for it would be "breakfast with friends." The small but popular local car lover's hang-out in Chesapeake was chosen for our inaugural event. For that beginning trial run, 22 TRAACA members turned for breakfast and a chance to kick tires (or tyres if you drove something British). It was just an informal, unstructured gathering where breakfast is served if you wanted it. Maybe just another cup of coffee was all that was necessary.

We'll periodically do this simply because it gives everyone a chance to get together to visit and enjoy some time with each other and our cars. The food is good and inexpensive too!

A smaller group of TRAACA folks met up at Hotrodder's on March 25th for breakfast and an impromptu car show. Terry and Sue Bond brought Sue's 1948 MG TC (Eleanor), Skip Patnode drove his 1967 Alfa Romeo Duetto Spyder, Bob Stein had his 1956 Ford Thunderbird, Paul Fuqua arrived in his 1931 Chevrolet coupe, and Bill Treadwell had his 1974 Oldsmobile 442. Bob and Dot Parrish and Mark Bischoff drove modern iron, but enjoyed the morning with the rest. There were a number of other cars present, ranging from a 1956 Ford Victoria that was almost stock to some wild and wooly hot rods.

Hopefully over time, we'll become regulars and might even sign up a few new members who did just what we did - come on out for the cars and the friendships.

Watch the calendar and join us next time and a relaxing time together that doesn't take all day.



Skip Patnode's Alfa Romeo



Paul Fuqua's Chevrolet



Bill Treadwell's 442



Susan Bond's MG



Bob Stein's T-Bird



AACA Southeastern Spring Nationals and the Charlotte Auto Fair

April 3-5, 2025

By Bob Stein with contributions from Terry Bond.

Photos by Bob Stein, Harry Park, Terry & Susan Bond

Trips to Charlotte NC for the Hornets Nest Region's annual spring Auto Fair have become another one of our many TRAACA traditions.

Of course there is the AACA car show itself on Saturday, this year drawing over 200 vehicles. In addition though, there is a giant-sized swap meet and a lot of other attractions for car enthusiasts at the Charlotte Motor Speedway. The Auto Fair itself offers everything from several individual singleh marque car shows to special exhibits of custom cars, hot rods, trucks and, of course, a large car corral with plenty to choose from.

Excellent weather and good friends made for a great time at this year's Charlotte Auto Fair. The Auto Fair was down a bit more in size, with parking taking over the upper section of red field and a lot of empty spaces elsewhere, so that the entire event could be walked in a few hours.

However, members took advantage of the antique shops and collector cars sales locations in and around Concord (actual location of the track) and found some great items. Terry and Susan led an antique hunting expedition to the nearby Gibson Mills antique mall with hundreds of booths offering antiques and decorator items. You could even buy a Buffalo Head originally priced at \$3,899 for the low-low price of only \$295! (Nobody took advantage of the markdown).



Seen at the Flea Market were Chris Ciccone, Paul Fuqua, Frank Linse, and David and Valerie Dillahun.

As usual, Tidewater Region was well represented at the judges breakfast. Tom Cox, Jim El-



*Bill Coburn,
75 credits*



*Tom Cox
225 credits*



*Jim Elliott
250 credits*



*Terry Bond
300 credits*

liott, Terry Bond, and Bob Parrish were a large part of the National Award team, with Donna Elliott, Sue Bond, and Dot Parrish working administration. Bill Coburn, Dan Ciccone, Bill Treadwell, Harry Park, and Bob Stein were all part of judging teams. Bill Coburn got his 75th judging credit plaque, Tom Cox was awarded his plaque for 225 credits, Jim Elliott received his plaque for 250 credits, and Terry Bond was recognized for having 300 judging credits! On the field, Jim and Donna Elliott brought their 1933 Cadillac LaSalle for its Senior, Al Swenson had his 1962 International Scout 80 4x4 up for its Senior award, Bill Treadwell had his 1969 Camaro out for a Preservation, and Bob Stein brought his recently acquired 1993 Buick Century wagon for its Junior.



Bob Stein

Though it was windy at times, overall weather was pleasant and even a bit warm, which made shorts and short sleeves popular attire.

Whether it's getting together at the hotel in the evening, sharing time exploring the many attractions, showing and judging, or just getting away for a weekend, this event always offers plenty for old car enthusiasts. Plan on joining us again next year for the trip.



Dan Cicconi



Dot Parrish



*Al Swenson's
1962 International Scout 80*

*Bill Treadwell's
1969 Camaro*



Judges at work

News from across the Bridge



Historic Virginia Peninsula Region (HVPR) & Tidewater Region (TRAACA) Participate in the 100th Anniversary of the Jamestown-Scotland Virginia Ferry

By Al Crane, Historic Virginia Peninsula Region,
cranejra@aol.com
Virginia Department of Transportation & John
Atkinson (HVPR)

The Jamestown-Scotland Ferry marked a century of service last month, celebrating its role as a living piece of Virginia's transportation history. Since its first voyage on February 26, 1925, the ferry has connected communities, carried generations of travelers, and preserved a vital link across the James River.



As part of the ceremony on February 26, 2025, guests were provided a ceremonial ride in Model T and Model A cars driven by members from local antique car clubs, just like those ferried a century ago. Descendants of the ferry's founder and first captain, Captain Albert Jester, former ferry crew and longtime passengers joined the commemorative journey.

After the ride, guests gathered for a ceremony with historical exhibits courtesy of Surry Historical Society and the Jamestown-Yorktown Foundation. They heard remarks from Captain Jester's great-grandson Al Jester and VDOT leadership-Commissioner Stephen Brich and District Engineer Chris Hall-reflecting on the ferry's impact over the last 100 years. As Virginia's only 24-hour state-operated ferry, it still carries more than 1 million passengers a year, ensuring this historic crossing remains essential for future generations.

The Model T Roadster (Tony Miller) and 1925 Franklin (Sam Kern) were driven by members of TRAACA. The two Model Ts were from Colonial Virginia Model T Club. HVPR participants Carl and Karen Carlson brought their 1931 Ford Model A Phaeton and John Atkinson brought his 1930 Ford Model A Coupe. Members of the Colonial Virginia Model A Ford Club brought out their fine automobiles as well. What a great Day!!

Editor's note - this article also appeared in the AACA Speedster, E-newsletter.



News from across the Bridge



York High School Car Show

Submitted by Al Crane, HVPR

HVPR members enjoyed a sunny Spring Day attending the 16th Annual York High Car Show on Saturday, March 22. At this unofficial start of the car show season on the Peninsula, old friendships were renewed and new ones were made



Proceeds from the show support YHS Senior Send Off. Congrats to YHS Class of 2025!!! 350 cars/trucks/bikes were on display!!! Pete R also talked up upcoming HVPR/AACA events including talking to potential participants for the upcoming Invitational Car Show on Historic Main Street Yorktown on May 10.



STILL COLLECTING - BOXES

By Terry Bond



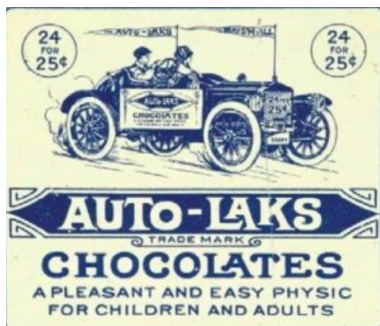
Ok, I know what you are thinking! But — you should have learned by now, someone crazy enough to collect spark plugs would be nutty enough to collect boxes! And, not boxes to put spark plugs in!

Now admit it — many of you have saved a box (or three) that once held something you got for Christmas. Maybe you bought a cute little box just because you thought it was, well — cute. Many of you have those little boxes on a dresser-top or shelf to put something into. Who knows what they originally contained, but now they hold pins, buttons, and other trinkets that just need a proper little box.



You're carrying on a tradition that has existed ever since some inventive person made the first little box!

They originally contained chocolates and other candies. Sometimes, cookies were in them (biscuits as they are called in England).



When the automobile became popular many products were sold in smaller quantities in smaller containers that could easily be carried on early motoring trips.

In the early 1900s, there were a number of "comfort" items that were offered for sale to a new market — the early motorist. Scarves, caps, goggles, and other personal items were packaged with an automotive theme so buyers would be assured the items were indeed made with the motorist in mind.



Whether it's something to munch on while traveling or something to make the trip more enjoyable, the graphic images on these packages make them fantastic collector's items.

Like any other box though, once it was empty, it was often repurposed. At home there were many possible

uses. Of course since it was automobile related, with appropriate graphics, what once held chocolate now held some nuts and bolts and bounced around in a tool box. Depending on how they were re-used, survival can be an issue. For that reason alone, examples surviving in pristine condition are hard to find.

Many of them were made of just cardboard with paper coverings. Others were made of nicely lithographed tin with hinged lids. Still others were made from wood and were decorated with images burned into them.





For this article, I've decided to focus on those items that generally held items other than cigars or tobacco.

Those really fit into their own category.



Where to find them? They are not usually thought of as "automobile" related items. I've found several searching for "antique chocolate box" or "small antique box" when searching the internet.

Antique advertising shows can be another resource, but most dealers in that specialty world have caught on to the interest in early automobilia. Their offerings will be priced accordingly and few bargains are to be found. It's the unconventional sources and general antique markets that have produced the best examples for me.

Happy collecting as always - Terry

THE SHOW BUSINESS OF AUTO AUCTIONS

Paul Fuqua

Terry Bond reached out to me to describe my experiences with the popular MECUM Auto Auctions. Over the years I have attended any number of auctions in various venues from Atlantic City, N.J., Hershey and Carlisle, Pa. to Chesapeake, Virginia. I have purchased a number of cars on E-Bay from states as far as California and as close as Williamsburg. I've never had the opportunity to attend Barrett-Jackson in Scottsdale or a Sotheby's or Bonhams or other high-end auctions, just MECUM in recent years.



My daughter, Jenifer, and her husband, Bryant Regan, have been regulars at various collector car auctions in their home state of Texas and over the past fifteen years have purchased a number of cars at auctions in Austin, Houston, Dallas and other cities in the great states of Texas and Louisiana.

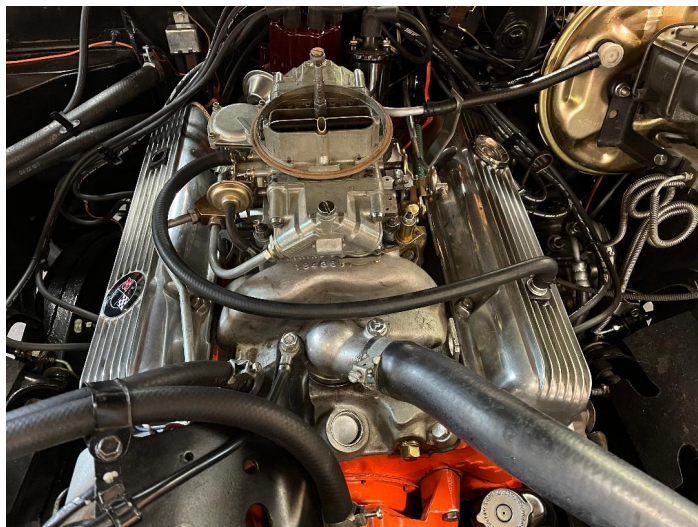


When Jenifer decided she wanted a first-generation Camaro, she enlisted my help in selecting the car and subsequent finishing of it to the highest possible level. Hers was not a pursuit of profit, but the construction of a car which represented the model and options as well as possible without sacrificing originality or driveability.

Some of you may remember that car. Jenifer had shipped it with Reliable to Virginia from Austin. Bob Parrish and I met the transporter at the Greenbrier Mall at 10:00 AM on a Friday morning. Those of you who have used these car-haulers are used to the protocol. Truck and trailer arrive; driver requests ID and presents all basic paperwork; then proceeds to drop the ramps and start the car.

Both Bob and I were stunned by the gloss of the car's Huger Orange paint, the sound of the small-block solid lifter Z-28 engine through the factory chambered exhaust and the overall impression the car created. By this time we had attracted a small crowd of curious onlookers who smiled broadly at the car as it came off the transporter. None smiling more than I. It looked like this would be a short process to make it worthy of an AACA Senior.

The driver then asked us to review the car for any exterior damage or blemishes beyond those noted at pickup. There were none. I signed off on the car, got behind the wheel and drove it immediately to Bob's garage. Over the next hours, we did a survey and assessment of the car; recorded every number accessible and the condition of the undercarriage, brakes, suspension and other elements of the car.



We found the car to be a legitimate Z28 which had apparently been a drag strip car for most of its life and had no rust or patch panels in it. However, its "restoration" had been nothing more than a cosmetic clean up other than the extremely well done repaint and reupholstering in Houndstooth Huger Orange.

The engine was a correct Z28 block, but was not date code nor VIN number correct. The 4-speed was sourced from a Chevelle. The radiator was aftermarket. The 12 bolt rear was from a 1970 Camaro; the shifter was aftermarket; the carburetor was an incorrect model Holley. There was more but I'll spare you the agony of the reading the myriad of items which are peculiar to a real Z28 and were either in bad shape in the car or were missing along with its drive train and other keys to value.

Why am I touching on all this detail? Because the results of any auction of this type of collector car are significantly dependent on the hard details and their accuracy, PLUS documentation of the car from its window or tank sticker, bill of sale, initial registration and in that era of GM cars, its Protecto-Plate.

It took almost 3 years of work to disassemble the car, find and build the correct casting dated and stamped elements of the drive train, rebuild the suspension with correct elements, install a tilt-wheel steering column, convert to power steering plus completely rewire the car while replacing the dash and freshening the gauges; establishing for AACA judging the Rally Sport grill and hidden headlights, installing the date-correct front and rear spoilers. Oh, and by the way, the brake and fuel lines had been painted



silver over corroded originals. Every inch of them was replaced with repros.

During this time Jenifer had suffered a severe injury to her left leg in a hiking accident in the mountains of Kenya. After multiple surgeries she was left incapable of driving a clutch car. All the other cars in the Regan collection were automatics and Bryant was not a fan of the Z28. That was Jen's car, but was now expendable.

So we laid plans to take it to the MECUM Auction in Dallas, along with four other cars they'd decided to let go: a 60's Blazer, '69 Road Runner, '69 GTX and '69 Oldsmobile 442 Convertible.

In anticipation of that my wife and I decided to spend several days in Kissimmee, Fla. on our way home from Boca Raton after our annual visit with her family for Christmas. I had my eye on two cars being sold but my budget didn't hold up for those. We enjoyed being semi-participants: we'd bought the gold passes which gave us preferred parking, free breakfast and lunch and as much beer as we could ingest. If you wish to attend a MECUM Auction, I strongly suggest that you make Kissimmee your first. It runs for two weeks, is massive in the number of cars on the block and is warm in January.

Consigning a car to the auction is not inexpensive: there is a position fee ranging from a low of \$350 to \$1000 or more per auto being consigned. Depending on venue, these position fees can increase, and determine the Lot and its time frames into which your car will be set. Position fees are exclusive of the actual sales commissions. Premium positions (TV times) carry an additional cost and are not advertised.

Commissions are dependent on status of bidding: placing a reserve on the car is a 10% commission; no reserve is 6%. Those commissions apply to seller and are calculated on the final hammer price of the car.

Buyer's premiums are also charged: 10% of final bid price. The managers of the auction will many times make an adjustment to the buyer premium or seller commission in order to make a transaction close. Sellers are given an opportunity while the car is on the block to adjust the reserve or remove it.

Interestingly, the published prices of sold vehicles at MECUM Auctions include the buyer's premium, i.e. \$60,000 bid sale posts as a \$66,000 sale.

MECUM Auctions is big business. These folks know what they are doing, give accurate assessments of value and move cars over the block rapidly. You and your consigned car are assigned to a staffer who deals with you from the initial entry until the car is rolled in front of the auctioneer. Their job is to help sell the car, period. MECUM is structured to move cars, not to admire them on-camera. The people assigned to you can be very helpful if you allow them to be.

Buyers have ample opportunity to investigate the cars in which they may be interested: in the original grouping, in the staging outside the auction facility and on the block itself. But knowledge is the key to a successful buy of a collectible: identifying codes, stampings, dates and configuration of key elements of the car; the range of prices for the car in which you are interested; the equipment which carries value; the correct paint and interior; the close inspection of areas which indicate actual mileage and use. Modified cars require careful scrutiny of any frame and suspension modifications; weld quality; the finishing workmanship, especially in the routing of wiring and both flexible and hard brake and fuel lines; seals and weatherstripping; panel, door, hood and trunk fit and gapping. When I assess a modified car one of the most important elements to me is the quality of any exposed welding. Good welds make good cars. The time spent in detailing is a clue to the thoroughness of the build.

Experienced buyers are equipped with several flashlights, magnets and mirrors, magnifying glasses, various non-intrusive measuring devices and, of course, a willingness to lay down on the concrete, asphalt, grass or dirt to look at the underside of the car. Access to the cars in their Lot staging area and then the area just outside the auction block is unrestricted. Most cars are driven by MECUM staff to that auction block staging area. That short trip is important to monitor: look for any cant to the suspension, listen for noises which don't belong and evidence of difficulty in clutch or transmission engagement.

As a seller you are given access to the auction block, and if in TV time, you will be on camera for as long as the producers find you interesting. You won't be famous, but your friends and family might catch a glimpse of you. Non-TV time, you're there so the handler assigned to your vehicle can confer with you if there is a question or if there is a possibility of dropping the reserve you have set for the car. "Reserve is OFF" is the call by the auctioneer when one of two things occur, your reserve has been met or you have agreed to drop the reserve to meet the bid on the board. Doing so is a double-edged sword: it may mean the car sells at the price bid and posted or it may generate additional bids because the bidders know that their price may well win the bidding. At the Dallas auction, we set reserves on each of the five cars. Only one did not exceed the reserve and not sell: the Oldsmobile 442 convertible which was a fully documented, body-off restored professionally auto which had been recognized at a large number of Oldsmobile/Pontiac judged events to be a close to perfect car.

We set the reserve on that car too high. Bidding on it never got closer than 70% of the reserve. The MECUM handler was annoyed when we refused to back off the reserve but it would have been foolish because the bidding was so far below the assessed value of the car. My daughter and son-in-law decided to keep it and did so happily. The other four cars sold over reserve.

At Dallas we were able to be seated never more than five rows back from the auction block. Any number of seats in the first three rows were reserved for regulars at MECUM auctions. Ours were not reserved; we just got there early and snagged them. All three of my grandchildren were in Dallas and they were very helpful in keeping our seats ours. All of us made great use of the refreshments provided at no cost for gold badge holders. In three days we ate breakfast and lunch on MECUM and consumed quite a few liquid refreshments.

If you have the chance and the desire, make reservations for one of these events. You will find the facility filled with people who enjoy cars and all the elements of collecting automobilia. Realize, however, that the big televised auctions are a show business production on the televised days. The best buys are usually found on the first day

when the cars are less flashy or not as prepared for top dollar results. I missed a 3 speed 1965 low mileage 1964 Corvette. The car went for an amount that was well below what I was prepared to pay. But I mistimed its lot number and it had gone over the block when we arrived at the facility. Literally a 15 minute mistake on my part. Later that day I ended up bidding on and winning a very solid, freshly-painted 1979 Volkswagen Super Beetle convertible. I should tell you that I had been bidding on it initially as a lark and when bidding reached what I thought was my limit I thought I had backed off. Unfortunately I was not careful in restraining myself as I spoke with my daughter, I gestured recklessly in discussing the car with her, only to have the hammer come down, "SOLD". I'd bought it right at my limit. Long story made short; indicate to the block handlers very clearly that you are out of the bidding. I didn't. Fortunately the car needed only time and very little money to be made ready to resell here in Hampton Roads: a nominal profit but not a loss.



MECUM Auctions are exciting, fun, educational and tiring if you take the time to study the cars. Their on-line schedule of lot numbers is helpful and the published program is handsome. When the stands are full and a particularly desirable car is on the block, the action can become frenetic. However, many of the more mundane cars hitting the block in the morning right after the memorabilia are great deals, as are cars crossing later in the day after the television cameras are off. The lot numbers are your clue: monitor what's on the block at specific times. It'll help you know when you want to be in your seat, lifting your arm at the opportune time.

MAY 16 & 17, 2025

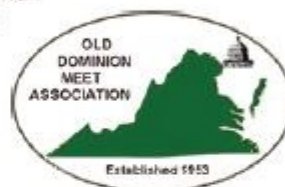
72nd Annual **ODMA MEET**

The 72nd Old Dominion Meet Association will be held at the Keystone Truck and Tractor Museum in Colonial Heights, VA with the host hotel (Comfort Suites Southpark) less than a mile away. Onsite trailer parking will be available at the Museum (with notice on your registration).

If you come in Friday, we will be having an informal get together in the host hotel lobby/breakfast area at 7:00 pm. Come spend some time with your fellow AACA members and partake of a tradition started in 1953!

Your car registration will provide you and your passengers with free admission to the Keystone Truck and Tractor Museum, which has an amazing collection of hundreds of tractors as well as unusual trucks and cars too. Plus, they have just recently opened up a new building!

Registration and parking on the show field will be from 8:00 - 10:00 am. Judging will commence shortly thereafter followed by a nice lunch buffet at 1:00 pm followed by the awards ceremony. Vehicles may leave the show field after awards are given out or 3:00 pm, whichever comes first.



HOST HOTEL

Comfort Suites Southpark
(close to Museum)
931 South Ave, Colonial Heights, VA 23834
Hotel #1.804.835.9279
Mention "Old Dominion Meet Assn."
Special Rate: \$119 per night plus tax
Rate expires 4/26/25
Check-in 3:00 pm / Check out 11:00 am

REGISTER BY MAIL

Use the form on the next page
and mail with your check
(payable to ODMA) to:

Debbie Nolen
5805 Centralia Rd
North Chesterfield, VA 23237-3829

REGISTRATION DEADLINE: MAY 10, 2025

HAVE QUESTIONS?

Contact: Tom Cox, 540.819.5850
tntoldcarz@aol.com

or

Debbie Nolen, 804.839.5405
dpnolen1@gmail.com

Williamsburg Invitational

17th Annual Car Show

SEPTEMBER 14, 2025, 10AM TO 3PM
COLONIAL WILLIAMSBURG, VIRGINIA
DUKE OF GLOUCESTER ST
A CHARITY EVENT IN SUPPORT OF RIDES
TRANSPORTATION

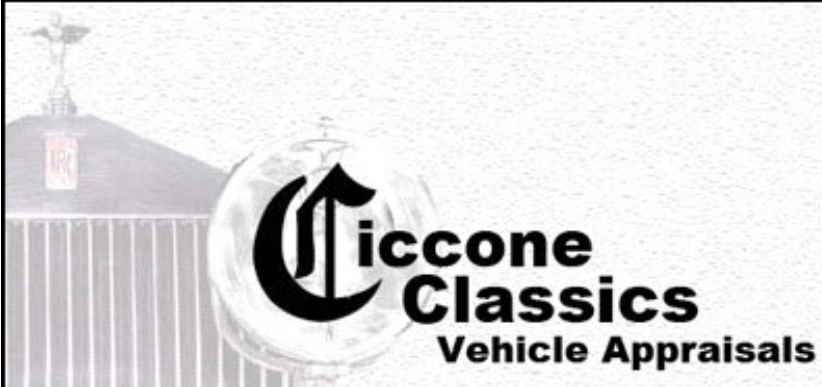
THIS YEAR'S SHOW WILL FEATURE 50
OUTSTANDING EXAMPLES OF
FOUR PASSENGER CONVERTIBLES
VEHICLES THAT CARRY FOUR ADULTS IN COMFORT
ANY MAKE – ANY ERA



For the full story go to **CAECARSHOW.COM**

Contact us at **caecarshow@gmail.com**

PRESENTED BY **COLONY AUTO ENTHUSIASTS**



Accurate
Comprehensive
Licensed/Insured
Stated & Diminished Value
Abandoned & Lien Vehicles
Accepted by Major Insurers

Are you tired of chasing down 'collector cars' that turn out to be rusty junk? Looking for honest evaluation of your collectible vehicle for resale or insurance purposes? Need a valid appraisal for an abandoned vehicle or mechanic's lien title?

Owner/Appraiser Dan Ciccone and his 1937 Packard Super Eight - An antique automobile hobbyist, AACA Master Judge, and licensed Virginia automobile dealer with more than 40 years' experience buying, owning, and selling antique, classic, and collectible vehicles.



Call today! Your only regret will be that you didn't call sooner!

Appraiser: Dan Ciccone - 757-391-9006

www.cicconeclassics.com



**SMITHFIELD
STATION**

415 South Church Street
Smithfield, Virginia 23430
Phone 757-357-7700
Fax 757-357-7638
www.smithfieldstation.com

Custom Home Designs, Inc.

*Susan E. Bond
PO Box 2537
Chesapeake, VA 23327*

*Certified Professional Building Designer phone 757-557-0904
American Institute of Building Design susanbond@cox.net*

International Vehicle Appraisers Network

Pat Locke
CEO/Certified Appraiser



Hampton Roads, VA
www.I-VAN.org
pdlocke@i-van.org
(757) 580-9883

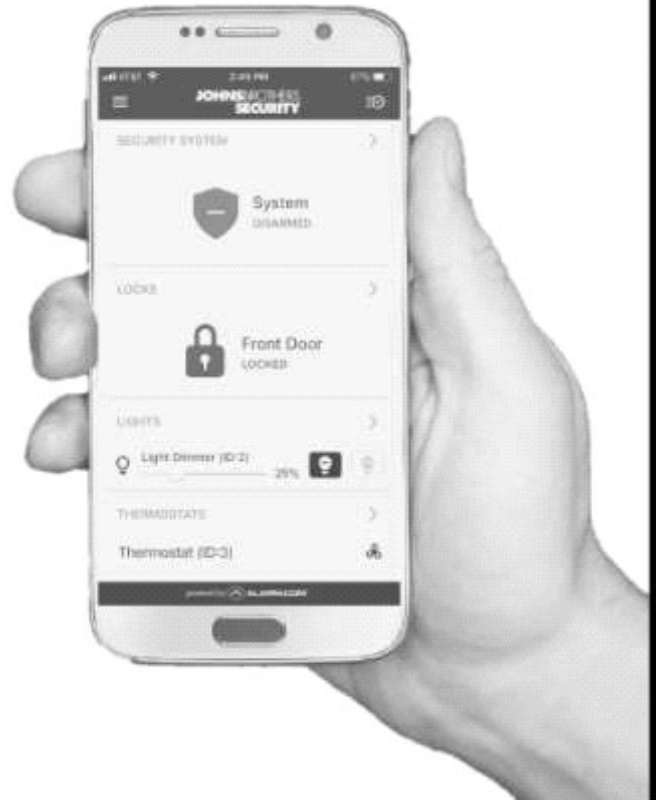
JOHNS BROTHERS SECURITY™

Relieve Worries with Smart Security

Your local security expert since 1974, learn why thousands of your neighbors have chosen Johns Brothers Security.

Call 757-852-3300 for a free consultation

powered by  **ALARM.COM**



DC36-WLL-2518 (NC) #000208 C5A

**Famous
Bar-B-Que
Ice Cream**



THAD DOUMAR
(757) 627-4163
Fax (757) 627-7511
Thad@Doumars.com

1919 Monticello Avenue
Norfolk, Virginia 23517



JKL AUTOMOTIVE INC. D.B.A.

DR. MOTORWORX
REMANUFACTURED ENGINE INSTALLATION CENTER

TONY SCARPELLI
Owner

TRADE YOUR ENGINE
NOT YOUR CARSM

2600 Build America Dr., Hampton, VA 23666
Phone (757) 838-8723 / Fax (757) 827-3082
www.virginiaengines.com



AKORN
AUTOMOTIVE



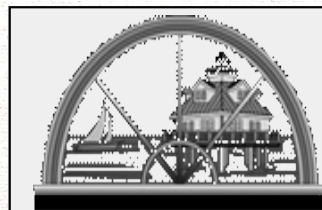
Appraisals - Inspections - Consultation
Serving Enthusiasts and Industry Since 1994

www.akornautomotive.com

Joe Formato, PE
President

757-319-6029
akorna@aol.com

Virginia Beach, VA 23462
Beech Mountain, NC 28604



**SMITHFIELD
STATION**

Restaurant • Hotel • Marina

415 S. Church St. - P.O. Box 486 - Smithfield, Virginia 23431
Phone (757) 357-7700 - Fax: (757) 357-7638

www.smithfieldstation.com

J.C. TAYLOR

INSURANCE

Since the 1960s, J.C. Taylor has been America's premier specialty insurance provider for classic cars, antique autos, modified, and custom vehicles.

NO HASSLES.
COMPETITIVE PRICING.
AGREED VALUE.



JCTAYLOR.COM/AACA 888-845-0108

Get a quote today!

