

The Mudflap



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

Volume 60, Issue 5

May 2016



TRAACA Square Car Tour Saturday, May 14, 2016

The TRAACA's 15th annual Square Car Tour is on Saturday, May 14th. This event was originated just for our good old-fashioned "SQUARE CARS." There are a lot of them in our region, and we don't often see them on the roads today, trying to keep up with modern traffic, dodging trucks, overheating in construction zones, or trying to contend with drivers who just don't understand the way things used to be! It seems like everyone is in a hurry these days.

Well, join us for a wonderful, leisurely drive over some real back roads. (Yes, there are still some left!) We will meet at the corner of Mt. Pleasant Marketplace parking lot at the corner of Mt. Pleasant Road and Centerville Turnpike in Chesapeake (near the Farm Fresh gas station) at 10:30 AM. There is plenty of room, even if you need to park a trailer there. Following a short drivers' meeting, we will depart for some scenic winding

back road enjoyment where you can go slow enough to smell the flowers and wave at the horses and cows! Who knows what you might see hidden in the weeds as you slowly pass by?

We won't be long—and we will finish once again at Angie's Restaurant (335 Centerville Turnpike South), right across from where we started in Chesapeake. We will enjoy a late lunch (or early dinner) from Angie's famous home-cooking restaurant. Please respond to either Terry Bond or Richard Hall by end of the day Friday, May 13th, if you plan to stay for the meal at Angie's so we know how many seats to reserve.

Oh—if you don't have a suitable "square car," you are welcome to bring something newer (yes, even modern), but you will need to "bring up the rear" and try as best as possible to keep up with us old timers.

Come on out and enjoy vintage motoring the way it used to be!



CAUGHT IN THE HEADLIGHTS—C.E. and Annette Gardner with their 1970 Dodge Coronet 500. Read the story on Pages 10-11.



TRAACA CALENDAR

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

MAY 2016

- 3** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 14** TRAACA Square Car Tour
Chesapeake, VA
- 19** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 21** TRAACA Ice Cream Run
Doumar's BBQ, Norfolk, VA
- 30** TRAACA Memorial Day
Picnic & Car Show at
Westminster-Canterbury
Virginia Beach, VA
— NOTE CHANGE IN DATE —

JUNE 2016

- 1** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 16** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 25** TRAACA Special Tour
(location & route TBD)

JULY 2016

- 5** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 21** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 23** Tour of Moss Motors
Petersburg, VA

AUGUST 2016

- 3** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 18** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport

From the Driver's Seat

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This month I would like to express my personal thoughts on our club and our annual meet. I have always viewed our club as a place for people to have fun with older cars. We attract new members as they see us enjoying our cars and having fun. They join the club for our fun events and then learn of our dedication to original cars.

Owners of older cars are normally members of other clubs where they use their cars regularly. With their use, tires and headlights are modernized with current products, radios and speakers are installed, and other upgrades are made to make the car more enjoyable. These are "driver quality" cars and the owners take pride in them.

Our Annual Meet is an outreach to the local car community, where we invite them to join us in our large show at the Military Aviation Museum. During the show, the cars are judged according to the AACA judging standards and awards presented to almost all participants. A missing component is that most non-TRAACA participants do not understand the AACA judging standards and do not understand the criteria for awards. Many attendees do not care about awards; they just enjoy a nice day at the car show.

One proposal is to educate the participants on the AACA judging standards; we could discuss it prior to the awards presentation or we could prepare a brief handout

for all participants. We judge to the "as delivered standard" and the primary focus of judging is to evaluate originality. Points are deducted for non-original items, the condition of original items, and the workmanship displayed. Significant deductions are taken for non-original type tires, paint color, wheels, rugs, headlights, hose clamps, air cleaners, radios, speakers and equivalent components. Those are our standards.

The challenge of our annual meet is reconciling our standards with the wide spectrum of cars entered in our "Preserve the Past" show field. If we educate the owners and strictly judge to our standards, many owners will see their cars as being judged critically by criteria they were not prepared for nor necessarily support. Some may shrug off the awards, some might feel anger, and some may choose not to return next year. In most cases, we would not be showing them the fun of having older cars.

There needs to be a path where we can share the pride in owning and showing older cars, where everyone feels valued and welcome. We are a club of people and people should be more important than their cars. The standards for National Meets should not be used to discourage or penalize local participation on the show field of our local meet. There have been several proposals: an AACA-only field, the addition of a Driver's Class, or relaxing the judging standards.

After significant discussion and debate, this year's meet will be structured in the same fashion that has been used for the past few years. We need to be working on a better way to celebrate our annual meet that provides flexibility, where each owner feels comfortable on the field. We should be working to have more fun with more people with more older cars.

Jim

2016 TRAACA Officers & Board

President - Jim Villers: 190sljim@cox.net
Vice President - Mark McAlpine:
mmmcalpine05@msn.com
Secretary - Julie Hobbs
Treasurer - Marion McAlpine
Board - Matt Doscher
Board - Wayne Milligan
Board - Skip Patnode
Board - Bill Treadwell
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Visit us on the Internet at:
www.traaca.com

Call Captain's Corner

Calling Tree Chief Captain: Margie Ives
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<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Margie Ives	547-2234
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Cindy Overton	252-202-3291
Howi—Kni	Wayne & Carol Milligan	548-1242
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
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From the Running Board

April 6, 2016 TRAACA Board Meeting Minutes

Officers present: Jim Villers (President), Mark McAlpine (Vice President), and Marion McAlpine (Treasurer). Officers absent: Julie Hobbs (Secretary). Board Members present: Matt Doscher, Wayne Milligan and Bill Treadwell. Board members absent: Skip Patnode. Members present: Frank Lagana and Mickey McChesney.

Quorum: A quorum was determined to be present by Jim and the meeting was called to order at 6:30 PM.

President's Comments: Jim apologized for not getting the March minutes to board members until April 5th. He thought he had e-mailed the minutes and agenda a few days earlier.

March Minutes: Were reviewed by the board. After discussing some suggested changes/additions, Jim asked Mark to make changes and email revised draft minutes to the board for review/approval. The board discussed whether the board minutes printed in *The Mudflap* newsletter each month need to be official minutes approved by the board or if a summary of the minutes (with a statement stating that the minutes were only a summary) were acceptable if the official minutes are not available at the time *The Mudflap* is published. The board agreed that an unofficial summary (as required by the TRAACA By-Laws) could be printed in *The Mudflap* in lieu of the official approved minutes.

Clarification from March board meeting was offered by Jim concerning club member's involvement in board meetings. Jim stated that members present at the board meeting can be called on by the board to give information, but cannot propose items. Members are able to address the board during the meeting when "Other Business" (could be called Member Business/Forum) is discussed.

Vice President Comments: Mark announced his work is likely changing this summer. He requested the board begin looking for a new Vice President and new *Mudflap* editor (to work alone or with Marion as co-editor) in case he needs to step down.

Treasurer's Report: Presented by Marion, there were no questions. There was a short discussion comparing the finances of the 2015 and 2016 Swap Meets.

Activity Committee:

- Matt reported the preparations for the April 15-17 *Spring Fling Tour* to the Outer Banks, NC, are being handled by Bill Wilcox and Ken Talley.
- May events will be reported in the May *Mudflap*, in the *Mud Speck*, and at the April 21st dinner meeting.

Restaurants:

- April 21st dinner meeting will be at the Holiday Inn—Norfolk Airport. Dewey Milligan and Jeff Locke are giving a

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presentation on their participation in the 1989 Great Race.

- Dinner meeting on July 21st at the Holiday Inn—Norfolk Airport has been added to the club event schedule.

Swap Meet: The Swap Meet was considered successful; attendees and vendors seem pleased. Meet Chairman Terry Bond recommended remaining at the same location (Military Aviation Museum) and on the second weekend of March for 2017. Terry reported the museum will likely increase the fee to use the grounds in 2017. How rain on the day of the meet could affect the inside vendor spaces has not been clarified yet.

Boy Scout Automotive Maintenance Merit Badge: The next scheduled presentations for the automotive merit badges are Saturday, April 16, and Saturday, May 7, at the Virginia Aviation Museum.

Membership Status: 160 paid memberships as of March 31, 2016. 2016 club roster has been distributed via e-mail to all members; paper copies available at monthly dinner meetings and by contacting Jim.

Old Dominion Meet Association (ODMA) Report:

- Mark and Marion shared information from Martinsville/Danville Region reporting registrations are down for 2016 ODMA Meet in Martinsville, VA, on April 29-30.
- Marion reported the contract and first deposit have been delivered to the Founders Inn for the 2017 ODMA Meet being sponsored by TRAACA. Sandy Hall and Marion will be the hotel contact people.

Annual Meet:

- Meet Chairman Tony Scarpelli requests changing the judging guidelines for the annual meets to not deduct points for some modified (incorrect) items on vehicles in the Preserving the Past categories. Board discussed ways to educate meet participants on AACA guidelines rather than lowering the

[6 April 2016 Board Meeting Minutes continued on Pg. 17.]

TRAACA May Dinner Meeting

Thursday, May 19, 2016

This month's dinner meeting is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA 23502. Social hour begins at 6:00 PM and dinner is at 7:00 PM. Dinner will be baked chicken, grilled tilapia, rice pilaf, glazed carrots, house salad, and chef's choice of dessert. Our guest speaker is Robert Hitchings, archivist and historian for the Norfolk Historical Society, who will be talking about Norfolk and early transportation in the 1840s.

Please remember that if you sign up for a club dinner, you are committed to paying for it whether or not you attend. Thank you for your understanding and cooperation.



TRAACA *Spring Fling Tour* Hatteras, NC

Friday-Sunday, April 15-17, 2016

Story by Matt Doscher. Photos by Sue Bond, Matt Doscher, Dot Parrish, Margie Tillett.

Members of the Tidewater Region (TRAACA) spent this weekend in the beautiful Outer Banks of North Carolina. We met on Friday, 15 April, at the Border Station in Moyock, NC, and after a brief meeting departed around 9:00 AM.

Our first stop was in Nag's Head to visit Jockey's Ridge State Park where we viewed the visitor's center and museum, then enjoyed a very informative presentation about the history of the park. Jockey's Ridge State Park is home to the tallest active sand dune system on the U.S. Atlantic coast, encompassing 420 acres or 6 million dump truck loads of sand! Due to the prevailing northeast and southwest winds, the dunes are constantly shifting and their height varies anywhere between 80-100 feet. Dana and Debbie Meadows actually climbed up the dunes and were treated to a wonderful view of Nag's Head!

After this we headed to lunch at Rooster's Southern Kitchen in Kill Devil Hills, where everyone seemed to enjoy a hearty lunch. Then it was on to Roanoke Island and the town of Manteo where we toured the Elizabethan Gardens and enjoyed a video presentation at Fort Raleigh National Park. The Roanoke Colony, also known as the Lost Colony, was established on Roanoke Island in the sixteenth century. In 1587, during Sir Walter Raleigh's third attempt at establishing an English Colony in the New World, 115 colonists led by John White sailed from England to Roanoke Island to check on the settlers who sailed over several years earlier, but when they arrived they found no trace of the previous settlers. When they could find no one, the fleet's commander refused to let the colonists return to the ships. It was in this group of 115 settlers that the first English child

was born in the New World; she would be named Virginia Dare.

That same year, John White, then governor, returned to England to inform Sir Walter Raleigh of the colony's desperate situation and the need for more help. Governor White was unable to find a return trip back to Roanoke until 1590, and upon landing in Roanoke he could find no trace of the original settlers. The only clue was the word "CROATOAN" carved into a village fence post. To this day the remains of the original Roanoke settlers remain a mystery giving it the name "Lost Colony." Fort Raleigh's Waterside Theater is the site where the play *The Lost Colony* is reenacted each year by Park volunteers. After this we all checked into our hotels and prepared for dinner at the Blue Water Grill in Manteo.

Saturday morning we all met at the Cape Hatteras National Seashore Visitors Center and proceeded to the Cape Hatteras lighthouse and museum. Several TRAACA members made the trek up the 257 steps to the top of the lighthouse. Unfortunately, the balcony was closed due to high winds, but we still enjoyed a breathtaking view of Buxton Village and the surrounding coastline. Then it was on to Angelo's Pizza for lunch.

After lunch we made our way further south to Hatteras Village and the Ocracoke-Hatteras Ferry Terminal. Here we visited the Graveyard of the Atlantic Museum. We then traveled back north to the Chicamacomico Life-Saving Station (CLSS) which was one of many stations that comprised the U.S. Life-Saving Service (USLSS). We learned in detail about the very early days of ocean rescue and the surfmen & keepers who risked their lives at this station while performing their duties.



TRAACA members visiting the Elizabethan Gardens in Manteo, NC

The CLSS is probably best known for its 1918 rescue of the British tanker *Mirlo*, which was sunk by a German submarine. The original surfboat used during that rescue remains on display at the station. The USLSS and the Revenue Cutter Service joined in 1915 to form the U.S. Coast Guard you know today. Coast Guard Station Chicamacomico remained in service until 1954 when it was decommissioned and turned into a museum.

Following this we all met for dinner at Stripers Bar and Grill and enjoyed a full 3-course dinner on the second floor overlooking Roanoke Sound. As our dinner was being prepared, we enjoyed an oral presentation by Tama Creef, Archivist of the Outer Banks History Center. Tama explained more of the history of Roanoke Island and the Elizabethan Gardens, and told us a story about President Roosevelt attending one of the productions of *The Lost Colony* at Fort Raleigh National Park's Waterside Theater. Having the President visit Roanoke Island was a big to-do!

Sunday brought us options: some of us travelled north to Corolla for a two-hour tour of the wild horse habitat while others visited the Pea Island National Wildlife Refuge. Rad & Margie Tillett were gracious enough to open up their home and

host us for lunch. TRAACA members who participated over the course of the weekend included Terry & Sue Bond driving modern, Bill & Liz Coburn driving modern, Matt & Vickie Doscher with Matt's mother Jean Doscher in their 1991 Mercury Grand Marquis, Mickey & Toni McChesney in their 1984 Oldsmobile Delta 88, Dana & Debbie Meadows with their dog Daisy in their 1937 Chrysler Imperial, Ron Pack in his 1989 Porsche 911 Carrera convertible, Bob & Dot Parrish in their 1978 Ford Thunderbird, Skip Patnode in his 1967 Alfa Romeo Duetto, Jack Pavlidis & his daughter Hilary driving modern, Bob & Linda Pellerin in their 1973 Volvo P1800 Sport Wagon, Tony & Leslie Scarpelli in their 1956 Desoto Firedome, Neil & Marty Sugermeyer and their dog Johnny in their 1965 Rambler Classic 770 convertible, Ken & Barbara Talley in their 1970 Cadillac DeVille convertible, Rad & Marge Tillett driving modern, Jim Villers in his 1967 Mercedes 230SL, Bill Wilcox & Jere Avenson in Bill's 1932 Packard Convertible Sedan, and Bob & Susan Woolfitt in their 1934 Packard 12 Formal Sedan. Dan & Margaret Barnard, from our nearby sister AACA region—the Historic Virginia Peninsula Region—participated in their 1989 Lincoln Town Car.



The travelers find food & hospitality at Rad & Margie Tillett's



Rad Tillett (second from right) discusses his original 1977 Olds Delta 88 Royal with Bill Wilcox (left) and Bob Parrish (right)



The TRAACA Spring Fling Tour approaching Cape Hatteras Lighthouse at Cape Hatteras National Seashore in the Outer Banks



AACA Southeastern Spring Meet Charlotte, NC April 7-9, 2016



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

You know that spring has arrived when the pollen count in Hampton Roads goes to 10 (10 being the max on the pollen scale). It also means it is time for the AACA Southeastern Spring Meet & Charlotte Auto Fair in Charlotte, NC. This year the national meet was held April 7-9, 2016. As in years past, many TRAACA members made the trek down to Charlotte, NC, for the auto fair/swap meet, enter a vehicle in the AACA show, judge or work admin at the AACA show, and some people may have done it all.

On Thursday, Mark and I, along with my sister Gail and brother-in-law Joe, caravanned to Charlotte with Susan & Terry Bond and Neil Sugermeyer. We arrived late in the afternoon on Thursday (traffic was very heavy the last part of the trip), but we all arrived safely and checked into our appropriate hotels.

Joe is an avid NASCAR fan (much like TRAACA member Dot Parrish), so we decided this year to spend time visiting some local racing sites on Friday and skipped the auto fair.

Our first stop was the Hendrick Motorsports Museum & Team Store and team race shops near the Charlotte Speedway. There are multiple race cars and memorabilia on display in the museum and plenty of your favorite Hendrick team driver (Jimmy Johnson, Dale Earnhardt, Jr., Chase Elliott, and Kasey Kahne) merchandise to purchase in the team store.

Although the Hendrick team drivers were in Texas racing that weekend, the team race shops were open. We were able to view team vehicles receiving decals, tires, repairs, etc. A very nice receptionist gave Gail and I free wine totes and all four of us a cardboard cutout of a race car to take to the nearby Cabarrus County Visitor Center. At the visitor center we turned in the cardboard cards and received free T-shirts and other race-related merchandise.

We located the Roush Fenway Racing museum & team store north of Concord. I tend to be a General Motors gal myself, but found the shop to be entertaining to both Ford and non-Ford fans. They did not have shops open to view the mechanics working, but there were displays of the racing team vehicles and a small theatre area to view a film on Roush history.

We drove a short distance to Kannapolis, NC, where Dale Earnhardt Sr., grew up. In the middle of the town is a 9-foot statue of Dale in a lovely plaza with benches, bushes and decorative brick walls. Brick pavers lined the walkways in the plaza, many purchased by Dale Earnhardt fans. (Look for a short story on the racing sites we visited in a future *Mudflap*.)

Friday evening 27 TRAACA members, family, and friends enjoyed dinner at the Speedway Club at the Charlotte Motor Speedway. The food & service were excellent, and the view of the speedway below was spectacular. Storm clouds circled around the speedway, but luckily moved on without incident. TRAACA member Charlie Daniels has to remain a Speedway Club member forever so his fellow club members can continue to enjoy what's become a traditional TRAACA dinner there.

The show field for the AACA Meet was moved this year to a nice location on asphalt, with good visibility from the street. It was very windy and cold on Saturday, making it challenging for the judges and administration volunteers. Despite the winds, all

the show vehicles appeared to fair well.

TRAACA members in Charlotte included Susan & Terry Bond, Bill Coburn, Tom & Tammy Cox, Charlie Daniels, Donna & Jim Elliott, Tyler Gimbert, Lynn & John Heimerl, Sam Kern, Jeff Locke, Marion & Mark McAlpine, Dick McIninch, Tom Norris & Missy Hespenshide, Ron Pack, Dot & Bob Parrish, Rose & Bob Perkins, Leslie & Tony Scarpelli, Bob Stein, Neil Sugermeyer, and Margie & Rad Tillett.



AACA President Bob Parrish handing out dash plaques at the meet



Tom & Tammy Cox needed a golf cart to haul their purchases



Margie & Rad Tillett



1958 Cadillac



1969 Iso Grifo



1930 Buick coupe



1941 Buick convertible



1930 Erskine sedan



1930 Marquette phaeton



1942 Cadillac



1928 Essex convertible



Still Collecting Stuff — *Mascots—Pt. 1* By Terry Bond

Last month we took a brief look at radiator emblems. This month we're moving up a notch (actually a couple of inches) to look at radiator mascots—those distinctive or whimsical things used to identify or decorate the automobile. They were part of, or screwed onto, the radiator caps on early cars.

The first "hood ornament" was a sun-crested falcon (to bring good luck) mounted on Egyptian pharaoh Tutankhamun's chariot. For automobile enthusiasts, it all began about 1896 when Lord Montagu of Beaulieu in England mounted a figurine of St. Christopher on the front of his early Daimler. From then on, it became popular to adorn early automobiles with figures of birds, animals, people, manufacturers' emblems, fraternity, organizational, automobile club, religious, or national symbols, even whimsical images of angels, devils, or cartoon characters.

Some early car manufacturers began placing their corporate image or logo on radiator caps. Pierce-Arrow's famous archer appeared in a variety of different forms over the years, as did the famous Rolls-Royce flying lady. There were even a few automobile dealers who provided mascots for the cars they sold. It was the earliest version of those stickers the dealerships can't seem to get straight on the rear end of your new car!

Mascots were made from bronze or nickel (often referred to as German silver), and some even had ceramic components. Sometimes they were brass castings that were plated in nickel, and later chrome when it was introduced in the very late 1920s. Newer mascots of the 1930s and later were die cast of poor quality pot metal. The famous crystal Lalique mascots are very well known, but some lesser known glass mascots are equally as desirable.

Basically, there are two simple categories—manufacturers' mascots and accessory mascots. The difference should be obvious—those supplied directly by the auto manufacturer are highly sought after, not only for use on an automobile, but to be collected by the enthusiasts of that particular marque.



Franklin Automobile Company lion mascot

Competition from mascot collectors themselves helps drive prices up for rare items, but there is an endless variety in all price ranges to please collectors.

This particular topic really needs to be split into two articles, so we'll begin by looking at some manufacturer mascots. But first a qualifier—I am going to concentrate on pre-WWII items. After that, the long

stylized spear-shaped, allegorical rocket ships and jet airplanes are of much less interest to me. Although beginning collectors might consider starting with a few of the more modern items, my theory is the supply of earlier material is drying up and getting expensive. Get it while you can, and don't be afraid to buy quality. At today's mascot prices I know I can't afford quantity, but some of the best collections are small in size and consist of a few "top-drawer" pieces.

I think one of the most recognizable mascots ever designed was the famous Rolls-Royce flying lady. It has quite a story.

The Spirit of Ecstasy was designed by English sculptor Charles Sykes. John Scott-Montagu, second Baron Montagu of Beaulieu was an early motoring enthusiast and also editor of one of England's first motoring publications, *The Car Illustrated*. The model for the Flying Lady was Eleanor Thornton, his secretary while working on the magazine in 1902. They fell in love and carried on an illicit affair for many years.

When Montagu commissioned his friend Sykes to sculpt a personal mascot for his 1910 Rolls-Royce Silver Ghost, Eleanor was chosen as the model. Sykes crafted a figurine of her in fluttering robes, placing one forefinger against her lips to symbolize the secret of their love affair. The figurine was named "The Whisper," and today it is on display at the National Motor Museum in Beaulieu. Only three or four castings were ever made, and only two are believed to have survived.



Rolls-Royce "Flying Lady" mascot

It was decided that the entire Rolls-Royce line should have a suitable mascot as, by then, they were becoming popular accessories for wealthy car owners. Claude Johnson, who was managing director of Rolls-Royce Motor Cars, was asked to commission a suitable corporate symbol to use as a mascot. He turned once again to Charles Sykes to produce a mascot which would adorn all future Rolls-Royce cars and become generic to the marque.

Sykes' inspiration was the mythical beauty Nike, whose graceful image was admired in the Louvre, but it was again Miss Thornton whom he had in mind. Sykes chose to modify The Whisper into a version similar to today's "The Spirit of Ecstasy." He called this first model "The Spirit of Speed." Later, Sykes called it "a graceful little goddess, the Spirit of Ecstasy, who has selected road travel as her supreme delight and alighted on the prow of a Rolls-Royce motor car to revel in the freshness of the air and the musical sound of her fluttering draperies." Some gave the new Spirit of Ecstasy the dubious nickname "Ellie in her Nightie."

The sculptor's signature appeared on the plinth and the mascots were either signed "Charles Sykes, February 1911" or "Feb 6, 1911" or "6.2.11." Even after Rolls-Royce took over the

casting of the figures in 1948 each Spirit of Ecstasy continued to receive this inscription until 1951.

Eleanor died on 30 December 1915 when the SS Persia was torpedoed by a German U-boat. She had been accompanying Lord Montagu who survived the disaster and was rescued after several days adrift in a life raft.

Before I close with some pictures of a few great mascots, I need to tell you how my own collection began. We were living in Scotland in the early 1980s, courtesy of the U.S. Navy. One day on a lunch break, I drove into a nearby village to mail a letter and, when pulling up to the post office, I noticed a tractor parked nearby with what appeared to be some kind of hood ornament on it that I recognized from photographs I'd seen in an automobile history book. As I got closer I realized the mascot on that tractor was actually a stork from a Hispano-Suiza automobile. It was quite a rare mascot and it was a real surprise to see it on a tractor. Even slightly bent out of shape and covered with layers of black paint, it was an amazing thing to see. The farmer, also mailing a letter, came out and saw me standing there, mouth hanging open, in full Navy uniform, admiring his bird.

He asked if I knew what it was, and was absolutely amazed that I actually knew. At that, he proceeded to grab a wrench from his tool box and proceeded to undo it so I could have a better look. Although I insisted he didn't need to remove it, he continued until it was carefully placed in my hands. I could not believe what I was holding and that it had come off the hood of a tractor!

The farmer then insisted that it should be mine, partly because it was only going to get broken where it was and because he wanted to express his appreciation for what the Americans had done during the war. He relayed that the car was stripped and sold for scrap during a WWII scrap metal drive, but the mascot was saved as a memento. Despite my insistence that I could not accept it, and then my futile efforts to pay for it, I was left standing there, mascot in hand, as the tractor drove off, the farmer gleefully waving all the way. I believe I forgot to mail that darned letter!

Once cleaned, the mascot revealed its proper signature, "F. Bazin," and an appropriate serial number on the base. It is the pride of my small collection both for what it is and the story that goes with it.



Terry's prized—and rare—Hispano-Suiza stork mascot ornament

There are several great reference works available, and I can highly recommend "Motoring Mascots of the World" by William C. Williams. Bill was a personal friend of mine and while he was assembling material for this book, he visited Scotland and I was able to introduce him to several collectors who provided input for this great work. Although out of print,

copies turn up frequently on eBay. Many other reference works have been published over the years; you should certainly have at least the Williams' book at hand to help identify any purchases you have made or are contemplating.

Like all other collectibles, rarity and condition will determine value. Those in bronze are more durable than the die-cast pot metal mascots produced in the 1930s. Broken or missing pieces will significantly devalue a piece. Mascots in need of repair or replating should also be priced lower.

Good pricing references are available on the Internet and a simple search of eBay will show you what has sold recently. It's also a good way to determine the more common mascots.

Beware: there are reproductions out there, and again a search of the Internet will help with your education. Don't forget one of my rules of collecting is to know what you are doing by educating yourself and knowing what the real deal looks and feels like. Enjoy your collecting, even if it's only a few pieces. I hope you enjoy the pictures and can wait another month for Part 2 when we'll look at some aftermarket accessory mascots. For now, enjoy the photos and enjoy collecting. Remember, I'm only a phone call away if you need any advice or have questions about a recent acquisition or an intended purchase.

Terry



A beautiful eagle mascot from the Foss-Hughes auto dealership



Early-style Pierce-Arrow hood ornament



Later-style Pierce-Arrow archer mascot

Caught in the Headlights—TRAACA Members & Their Cars

C.E. & Annette Gardner & their 1970 Coronet 500

Story by C.E. Gardner. Photos by Matt Doscher.



C.E. & Annette Gardners' 1970 Dodge Coronet 500 at rest

In late 1969, after a couple of years being married, my wife Annette & I decided it was time to buy a new car. It was going to be our family car, but it had to be an automatic, 2-door hardtop with air conditioning, for the hot North Carolina summers, and I wanted a V8 engine. We started looking and in April of 1970 we finally ended up at University Dodge in Durham, NC. What drew me to the Dodge dealership was the 50,000 mile, 5-year warranty and the memory of a ride in a friend's 1968 Charger R/T, four-speed, 440 Magnum over a year earlier.

I'm not sure why we chose a Coronet 500, but it was a much better decision than the 1970 Ford Maverick my wife was considering. The dealership didn't have one we wanted, so we sat down with the salesman and filled out a special order form. Our finances were a little tight, so there were some compromises on options. I considered a convertible, but thought that it wasn't a good choice for a family car. I still preferred the 2-door hardtop. I looked at the Hemi engine, but I could not get air-conditioning or the 50,000 mile warranty. The R/T package was tempting, but the extra cost was a little too much, not to mention the cost of insurance on the 440 engine for a young man in his early twenties. The insurance payments would have been more than the car payments and the car payments were more than our house payments. We settled on a Coronet 500, 2-door hardtop with the following options: A/C, power steering, automatic in the floor with center console, bucket seats, 3-speed wipers, light group, hood-mounted turn signals, rear window defroster, AM radio, tinted windows, right side mirror, door edge guards, bumper guards front and rear, body side molding, and the optional 383 CID, 4-barrel engine. The color was Dark Green Metallic with dark green interior. Just think, I almost ordered a 1970 Coronet R/T, Hemi convertible. They only made two of them. How cool would that have been? I think that I missed a great investment opportunity.

The salesman called us on May 4th and said the car was in and would be ready the next day. The car had arrived a little over 3 weeks after it was ordered. I contacted my insurance agent to let him know I would be picking up our new car. Luckily, I got a huge cost break because he thought the Coronet only had the standard 318 CID engine.

When we arrived at the dealer on May 5th, the salesman had put a tag on the front of the car that read "White Lighting." I

thought it a little odd for a green car. Annette loved it because the salesman said it referred to her driving style, which was well known around town by the local police that frequented the Waffle House across the street from where her mother worked. I sat in the car first and noticed the odometer had only 2 miles on it. I didn't say anything, looked at a few things, then got out so Annette could sit in our first new car. She looked around for a few minutes and then noticed the 2 miles on the odometer. She abruptly turned to the salesman and said, "Who in the H*## has been driving my car?" The salesman appeared to be in shock, but was finally able to explain to her that the car had been shipped by train and had to be driven to the depot at the factory and to the car lot from the local train depot. That seemed to calm down Annette a little.

After the paper work was signed, Annette actually let me drive home. Our first long trip was to Florida that summer. Thank goodness for A/C. I believe we averaged a little over 12 MPG on the highway with the A/C on. Gas was cheap—who even gave it a second thought?

In December of 1970 I joined the Army and went to basic training in Louisiana. Annette stayed in North Carolina and continued to work at Duke University Hospital, make the car payments, and keep gas in the car. I went to New Jersey for electronics training in April 1971 and we moved to Red Bank, NJ. The Coronet was our only car, so it went with us. We were there for over a year before I was transferred to Korea in September 1972. Annette returned to North Carolina with the Coronet. It was still her daily driver and nearly paid for by now.

After returning from Korea in October 1973, I got a job that provided a company car. We kept the Coronet as our family car, even though our gas budget was a little high. After all, it was paid for now. For the next 20 years the Coronet lead a rather normal life with trips to the grocery store, racing to the hospital for the births of our daughters, vacation trips, and Annette's daily transportation to work. There were some scratches, bumps, and dents along the way, but nothing too serious.

Sometime in late 1988, after about 183,000 miles, the timing chain broke and damaged quite a few parts in the engine. To get



The interior of C.E. & Annette's 1970 Dodge Coronet 500

Upcoming TRAACA Activities in May 2016

TRAACA Doumar's Ice Cream Run Saturday, 21 May 2016

Come join your fellow TRAACA members at Doumar's Barbecue—home of the original waffle cone—in Norfolk on Saturday, May 21st, for some delicious ice cream! Enjoy a creamy milkshake, an ice cream sundae, an ice cream float, or an ice cream cone (we may be able to convince them to show us how they make and hand-roll the waffle cones), and enjoy a pleasant spring afternoon socializing with your TRAACA friends. We will meet in the Doumar's parking lot at 2:00 PM. Drive your classic vehicle—there will be plenty of parking spots, although we may not all get to park next to each other depending on how crowded it is at Doumar's that day (and with our classic vehicles we're sure to attract a crowd). The ice cream will be delicious, and there will be plenty of wait staff to serve us. Doumar's address is 1919 Monticello Ave, Norfolk, VA 23517. Please contact Matt Doscher at VLW78@hotmail.com or (757) 448-7048 by Friday, May 20th, and let him know if you will be joining us.

TRAACA Memorial Day Activity Monday, 30 May, 2016

Every year the TRAACA displays antique vehicles at Westminster-Canterbury retirement community at 3100 Shore Drive in Virginia Beach, usually on the Saturday closest to St. Patrick's Day, and almost every year the weather is bad. So this year we delayed the car show two months, and W-C has invited the TRAACA to a picnic (hot dogs & hamburgers) on Memorial Day, Monday, May 30th, from 11:00 AM to 3:00 PM on their courtyard lawn overlooking the Chesapeake Bay. (Participating members will be treated to the scrumptious picnic.) Courtyard parking is limited to the first 20 members who RSVP to Wes Neal by contacting him at wes.neal@cox.net or (757) 321-6325. Plan on staging your antique vehicle in the W-C parking lot off Starfish Rd between 10:30—10:50 AM and driving into the courtyard promptly at 11:00 AM. So come celebrate Memorial Day at Westminster-Canterbury. Enjoy a picnic overlooking the Chesapeake Bay and let the W-C residents enjoy seeing and reminiscing about our classic vehicles.



[Caught in the Headlights—continued from Pg. 10]

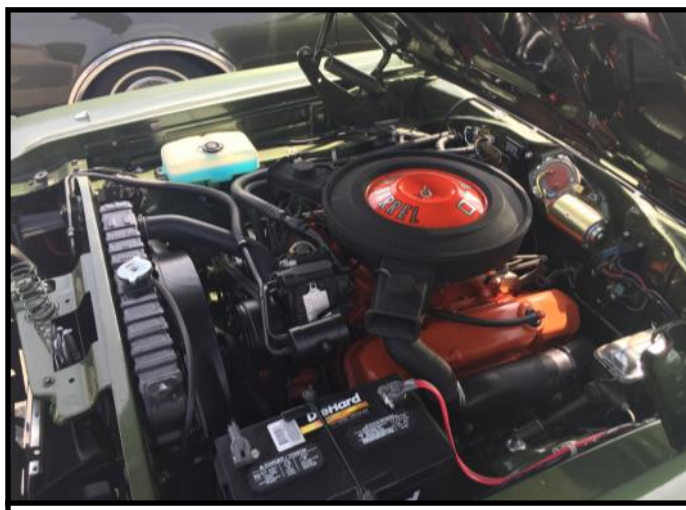
the car back on the road as quickly as possible, I let Kenny Martin and Herb McCandless talk me into putting in a new 1974 400 CID Mopar factory crate short block they had at Kenny's shop. The original 906 heads, intake, high-performance exhaust manifolds, and AFV carburetor were put on the 400 engine. The 383 short block was scrapped. I did not realize at the time how important it would have been to keep the original block. After all, it was just the family car. How could I have known back then it was really a muscle car in disguise? After almost two years, I nearly lost the car to an electrical short under the dash. I was able to quickly disconnect the battery cable before the car caught fire. After that, the Coronet was retired to the back yard in NC for many years. I worked on it some, but the Coronet was in storage or some sort of repair or restoration on and off (mostly off) for the next 15 years.

We moved to Virginia Beach in 2004. The Coronet was in NC in the garage of our second residence. After selling that house in 2006, I hauled the car to Virginia and took it to a local restoration shop. It was moved to at least six different shops during the early part of the restoration process because of bad business practices and shops going out of business. Annette decided to build a garage for me as a birthday present in 2012. The car restoration was to the point where I could finish it myself, so I brought the car home. I had a lot of help from the local Tidewater Mopar Club in finishing the restoration.

Earlier in the restoration process I had obtained a 440 CID engine from my brother-in-law. The 440 engine was rebuilt in 2002 by Performance Specialties in Willow Springs, NC. The original factory heads and exhaust manifolds were used on the

440 engine and it was installed in the Coronet by one of the shops in 2011, but the engine was not started. I wanted to be able to drive the car soon after it was started, so I waited until later in the restoration. I still have the original factory 383 intake manifold and carburetor.

The Coronet was finally brought back to life on July 25, 2015, when Annette and I fired up the engine for the first time since being rebuilt 13 years earlier. The car was finally ready to be driven after more than 20 years. We have been to several car shows, taken several weekend tours and plan to enjoy the Coronet all over again for many, many years. Our family car has finally grown up to be a muscle car.



The Coronet's rebuilt 440 engine



AACA Winter Meet—Pt. 2 Naples, FL



Thursday-Saturday, March 16-19, 2016

Story and photos by Terry Bond

It was indeed a great weekend in Naples, Florida, at the AACA Winter Meet last month, and we followed the crowd for most of it, but decided to linger a few days longer to take in some attractions, eat some seafood, and enjoy the sunny Florida climate. As Bob Parrish mentioned in his article last month [in the April *Mudflap*] about the meet, a highlight of the trip was the Revs Institute for Automotive Research museum in Naples. I'm sure there might be a chance to share some photographs with the rest of you at a future TRAACA dinner meeting.

On Sunday, following the meet, Susan and I ventured a bit further north based on the recommendation of a good friend. With a guarantee of paid admission if we didn't like it, we visited Rick Treworgy's Muscle Car City Museum in Punta Gorda, FL. If you are a fan of General Motors' (GM) best muscle, this is the place to see it. As a specialist in GM power, Rick has amassed the results of a lifetime of collecting under one roof and opened it to the

public. On exhibit are the best of what GM produced with big engines and lots of horsepower under the hood. From the 1950s on up, it's muscle-car heaven. Whether you are a fan of Pontiac GTOs, Olds 442s, Buick GSs, Chevrolet Chevelles, Camaros, Corvettes, El Caminos, or any other GM vehicle ever made followed by a big number like 396, 427, 454, 455, etc., it's there for you to drool over. The cars are all in great running condition, nicely optioned, and in pristine cosmetic shape. While there were a few modified cars, the vast majority serve as fine examples of originality or correct restoration.

Of particular note are Rick's many fantastic Corvettes. One from every year of production is on display and, in some cases, examples of every available color for a particular year. It was impressive. Also, like the Revs Institute museum, very few of the cars were behind any kind of barrier.

Later, we spent a lot of time at the Thomas Edison/



A row of 1955-1957 Chevys at Rick Treworgy's Muscle Car City



1964 Pontiac GTO



Corvettes as far as the eye could see at Muscle Car City Museum



Corvettes—one for each color in each year

Henry Ford winter estate in Ft. Myers, FL. It was a wonderful tour of this well-preserved historic property. Of course, we got to see the Model T Ford that was a gift to Thomas Edison, as well as a selection of car-related memorabilia. Visiting Edison's laboratory and looking into a bit of history there was awe-inspiring.

Just about the time we got thirsty, we encountered a great pub in downtown Ft Myers. There on a street corner was "Ford's Garage." It was a real pub, with some Ford garage-related décor, but the real attention getter was a Model A suspended over the bar. The wheels turned, and periodically the horn would blast and exhaust smoke would spew from the tail pipe. The menus looked like workshop manuals and the "tool kits" (silverware and napkins) were shop rags held together with hose clamps. Alas, they were airplane-type clamps, each requiring a mandatory 1-point deduction in judging. Otherwise, it was a great pub—and nobody could figure out why this crazy tourist was taking so many pictures!

We enjoyed walking historic Naples and the "Tin City" waterfront, which started life in the early 1900s as a conglomerate of seafood processing plants with tin roofs. After being wiped slick in a hurricane, it was rebuilt and has now become a trendy restaurant area on the waterfront. We ate far too much seafood there, saw enough big boats to remind us that we'd chosen the right hobby, and

feel like we got a pretty good deal on our house in Chesapeake even though it's not on the waterfront. We find that the Florida Winter Meets offer a nice break and a great start of the meet season for us. We enjoy them and encourage you to attend one.



Ford Model A inside Ford's Garage pub



Ford Model A inside Ford's Garage pub



1969 Chevy Camaro Z-28 at Muscle Car City in Punta Gorda, FL



1970 Oldsmobile 442 convertible at Muscle Car City



Sue Bond contemplates her next purchase—a 1954 Corvette



Thomas Edison / Henry Ford Estate house in Naples, FL



On the Road Again!

By Herb Oakes, AACA VP of Judging

(Reprinted from the April 2016 AACA *The Judge* newsletter)



On the road again! I just returned from our first meet of 2016 in Naples, FL. A very nice and successful meet with approximately 240 vehicles. A great turnout of judges, some that we haven't seen in quite a while. The next stop will be our Spring Meet in Charlotte, where again a good turnout of judges are registered.

Our Judging Program is improving at every meet without a doubt, but there are some small details regarding the judging forms that need your attention:

1. Number only in the deduction column. The code that we use on the worksheet, for example 1c, would mean 1 point deduction on clutch. This should not be transferred to the judging sheet as 1c. There should be a deduction of 1 in the deduction column and clutch should be circled. The only entry in the deduction column should be the number of points deducted.

2. Make sure your circled deductions match what you list in the deduction column. For example, if the max deduction (10) is circled for a non-authentic air conditioner and there is a deduction listed in the deduction

column, the numbers have to match.

Let's now move onto some of the improvements that were made to help our Team Captains with their responsibilities . . . There is now an envelope included in each packet that the Team Captains are given. The Team Captain's Reporting Form, which indicates what assignment each member of the judging team was assigned, should be inserted into that envelope. That form also included the evaluation of each team member. The envelope should then be sealed and given to the Assistant Team Captain, along with any other paperwork to be turned into Judges Records.

NOTE: The only paperwork that the Team Captain turns in are the judging forms of each vehicle judged by the team. These judging forms should be in the same order as the Vehicle List when turned into Judges Administration.

I know the above is standard procedure, but some of us are skipping up when we do it. Unfortunately, this causes confusion and takes extra time for our Administration staff because they strive to do things rights.

Overall, fellow judges, we are doing a hell of a good job! Looking forward to seeing you at Charlotte and all future meets.



Getting New AACA National Judges

By John McCarthy, AACA VP of Finance & Budget

(Reprinted from the Spring 2016 AACA *Rummage Box* newsletter)



During the mid-1980s I judged at local car shows where all you had to do was say "yes" when asked if you would help out and judge at an upcoming local car show. Our AACA Region only had a few National Judges and two of them who knew I attended Hershey each year told me I should become an AACA judge. One of these judges had just become our Region's first Senior Master Judge and I was impressed with the pin and new board he received to attach his judging chips. I agreed to judge at Hershey and realized judging at an AACA National Meet meant you were in the big leagues and I better do everything right. At Hershey in 1990 I was on the field judging, a bit nervous, but with a wonderful team that helped me along.

Judging back then was different. The only time you could attend a judging school was at the AACA Annual Meeting in Philadelphia, there was no Continuing Judges Education and there was no apprentice training. Judges training has been much improved. There is now a judging school at every National Meet, a large variety of CJE courses to choose from, and first time judges serve on an

apprentice team led by an experienced AACA judge. It took me a couple of years to get three judging credits, but now on one weekend you can get three credits and also receive excellent training and assistance that will provide a solid base from which to judge at subsequent National Meets. AACA judges are very friendly and you will make lifelong friends by judging together.

That said what can you do to get new AACA judges? Most Regions and Chapter have a monthly meeting and your President is always looking for someone to give a talk at these meetings. Make your President a happy person and volunteer to give a talk on AACA judging. Talk about the judging team structure, how it works, the responsibilities of each judge, bring a copy of the Official Judging Guidelines manual (free at each judging school), go over a sample judging form, the judging school, CJE, answer questions, but most importantly *ASK* those at the meeting to become an AACA National Judge. Don't forget the ladies—AACA has a large number of lady judges, many of whom are very experienced judges. Asking is important as some people think they might not know enough—we all have been there and have become experienced AACA judges in the Club that has the best judging program of any club.

Movie Car Quiz—Part 2

(Cars in movies released in 1976 or after)

By Mark McAlpine

Automobiles have played key roles in many movies. In some movies, the car or truck was the star (at least to car lovers like us), while in others it was a supporting character, and in some it was just a background prop. Let's test your memory and see how many movie cars you can remember. One caveat: some cars had "stand-ins" that were different model years and in some cases even the experts can't agree to the model year. In those cases we're not going to quibble over the years—give yourself credit if you get the make & model right even if you have the wrong year. (The answers are at the bottom of the page.)

- 1) In the 1976 movie *Gumball Rally*, what kind of cars did the two main actors—Michael Sarrazin and Raul Julia—drive?
- 2) What kind of car did Roger Moore drive in the 1977 movie *The Spy Who Love Me*?
- 3) What kind of car did Burt Reynolds drive in the 1977 movie *Smokey and the Bandit*?
- 4) What kind of car did the Delta Tau Chi fraternity brothers crash and then transform into "the Deathmobile" in the 1978 movie *Animal House*?
- 5) What kind of car did "Joliet" Jake & Elwood Blues drive in the 1980 film *The Blues Brothers*?
- 6) What vehicle did Burt Reynolds drive in the 1981 movie *Cannonball Run*?
- 7) In the 1983 movie *Christine*, what kind of car was Christine?
- 8) What kind of car did Marty McFly & Doc Adams drive in the 1985 movie *Back to the Future*?
- 9) In the 1988 movie *Rain Man*, what kind of car did Tom Cruise inherit and then drive cross-country with his autistic brother Raymond (Dustin Hoffman)?
- 10) What kind of car was highlighted in the 1988 movie *Tucker: A Man and His Dreams*?
- 11) In the 1989 movie *Driving Miss Daisy*, what kind of car did Ms. Daisy's son buy her (and hire a chauffeur to drive it) after she crashed her 1946-48 Chrysler New Yorker?
- 12) In the 1989 movie *Road House*, what kind of car does Patrick Swayze buy to drive to work at his new job as a "cooler" (head bouncer) after he gives away his 1964 Buick Riviera at the beginning of the film?
- 13) What kind of car do Susan Sarandon and Geena Davis drive off a cliff at the end of the 1991 movie *Thelma and Louise*?
- 14) In the 1992 movie *Scent of a Woman*, what kind of car do Al Pacino (as blind LTC Frank Slade) and Chris O'Donnell (as his nephew Charlie) rent and drive in New York City?
- 15) What kind of car is "Doc" (voiced by Paul Newman) in the 2006 animated movie *Cars*?

BONUS QUESTION: In the 2007 movie *Transformers*, what kind of car is "Bumblebee"?



AACA Calendar of Events

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

MAY 2016

- 5-7 Special Spring Meet
Auburn, IN
- 19-21 Eastern Spring Meet
Vineland, NJ

JUNE 2016

- 2-4 Annual Grand National Meet
Williamsport, PA
- 10-12 The Elegance at Hershey
Hershey, PA
- 12-17 The Sentimental Tour
Salisbury, NC

JULY 2016

- 14-16 Central Spring Meet
North Mankato, MN
- 17-21 Founders Tour
Huntington, PA
- 31- Eastern Division Tour
3 Aug Richmond, VA

AUGUST 2016

- 11-13 Southeastern Fall Meet
New Bern, NC

SEPTEMBER 2016

- 1-3 Western Fall Meet
Cheyenne, WY
- 11-16 AAA Revival Glidden Tour
North Conway, NH

OCTOBER 2016

- 5-8 Eastern Fall Meet
Hershey, PA
- 20-22 Central Fall Meet
Galveston, TX

NOVEMBER 2016

- 5-11 Reliability Tour (Pre-1916)
Savannah, GA

FEBRUARY 2017

- 9-11 AACA Annual Meeting
Philadelphia, PA

APRIL 2017

- 6-9 Southeastern Spring Meet
Charlotte, NC
- 25-28 Western Division Tour
Sonora, CA

ANSWER: 1) Michael Sarrazin drove a 1966 Shelby Cobra 427 and Raul Julia drove a 1972 Ferrari Daytona Spyder. 2) 1977 Lotus Esprit. 3) 1977 Pontiac Trans Am; 4) 1964 Lincoln Continental; 5) 1974 Dodge Monaco police car; 6) 1978 Dodge Sportsman B-200 van converted into an ambulance; 7) 1958 Plymouth Fury; 8) 1981 Delorean DMC-12; 9) 1949 Buick Roadmaster convertible; 10) this should've been easy: a 1948 Tucker Torpedo/Tucker 48; 11) 1948/49 Hudson Commodore; 12) 1965 Buick Riviera; 13) 1966 Ford Thunderbird convertible; 14) 1989 Ferrari Mondial T Cabriolet; and 15) 1951 Hudson Hornet. BONUS QUESTION: two possible answers—Bumblebee starts off as a beater 1977 Chevrolet Camaro, but then converts into the prototype for the new, fifth generation, 2010 Chevrolet Camaro. (Pretty good product placement for GM. You also got a glimpse of the new, seventh-gen Corvette Stingray concept car.)

From the Running Board

March 6, 2016 TRAACA Board Meeting Minutes

These are the final minutes as approved by the Board.

Officers present: Jim Villers (President), Mark McAlpine (Vice President), Julie Hobbs (Secretary), and Marion McAlpine (Treasurer). Board Members present: Matt Doscher, Wayne Milligan, and Bill Treadwell. Board Members absent: Skip Patnode. Members present: Wes Neal (President Emeritus), Bob & Dot Parrish, and Bill Wilcox.

Quorum: A quorum was determined to be present by President Villers and the meeting was called to order at 6:30 PM.

President's Comments: Brief statement by President Villers about the motion approval procedures that he sent to everyone. Minutes have to list everyone present at the Board Meeting as long as it does not become unmanageable with too many names to list. Bob Parrish offered that the balance of the club treasury does not belong in the minutes for publication. Jim continued that the Activities Committee report only include any events planned between now and the next meeting (e.g., the Swap Meet in the February minutes). Membership reports will include the "as of date." Sunshine Report is more appropriate in the *Mudflap*, *Mud Speck*, and at the monthly dinner meeting, and will not be provided at Board Meetings. Discussed member participation at Board Meetings. President Villers stated a person must have "standing" (be a Board Member) in order to present an item for approval. Marion asked for clarification: if a member comes to the meeting to provide info, what are we to do? Jim explained that a member can give it to a Board Member and ask that he/she present it as an agenda item. The Board may also ask members to attend the meeting to present information (such as Meet updates). This process is to ensure that the items are on the agenda and the Board has all the information needed to make a decision. New issues introduced at meetings will normally be tabled until the next meeting to allow time for this information to be provided. If a majority of the Board decides the new item requires immediate decision and it has the necessary information, a motion can be made and voted on. Finally, Board votes are normally by voice vote; however, if any member requests a roll call vote, the vote will be recorded by name.

Vice President Comments: None.

Treasurer Report: Presented by Marion McAlpine.

Activity Committee: Good trip to Hertford, NC, on Feb 27; letter of thanks received from the restaurant. Future (or "coming") activities:

- Mar 5: Trip to Bruton Parish Church in Williamsburg planned; will include dinner; cars are to park on Duke of Gloucester Street for display and pictures; contact Tony Scarpelli for questions or to sign up.
- Mar 12: Swap Meet has over 50 preregisters; Friday's advanced set up has been cancelled by museum; club being assessed \$10 per vendor by the City of Virginia Beach.
- Mar 17: Monthly dinner meeting--Holiday Inn for St. Patrick's Day meal.
- Mar 26: Craig Talley's Blackwater Engines tour.
- Apr 15-17: Plan for *Spring Fling Tour* to North Carolina not completed. Bill Wilcox gave a brief report on the progress.
- We have had a request to move our car display at Westminster-Canterbury to Memorial Day, Monday, May 30.

Membership: 155 paid memberships as of February 24, 2016; 12 not renewed. The Membership Roster is being printed in PDF form and should be ready for the dinner meeting on March 17th.

Old Business: Still need a Call Tree Chief Captain.

New Business: Jim formed a committee to draft a Recognition and Awards manual, and appointed Richard Hall, Mark McAlpine, and Dot Parrish.

By-Laws Review Committee: a Chairman has been appointed and he will select his members.

Annual Meet Chairman: Jim named Tony Scarpelli to succeed himself.

Matt Doscher moved "to provide \$500 to the Activities Committee to cover routine expenses of the Activities Committee." The motion passed.

The need for a modern laptop for the Treasurer was discussed. Jim asked Mark and Bob Stein to review and propose a computer and software that should be provided to the Treasurer. Mark recommended that Bob Stein, John Gancel, and Marion (the Treasurer) provide the recommendations.

President Villers called for any further business. There being none, the meeting was adjourned at 7:48 PM.

Respectfully Submitted,
Julie Hobbs, Secretary

WANTED: Newsletter Editor(s)

Would you like to get more involved in the TRAACA? Would you like to help keep your fellow members informed about regional and national club activities? Would you like a position that allows you to exercise your creativity? And do it all from the comfort of your home? Then we have the job for you: editor of the club's Mudflap newsletter. Mark must hand off the newsletter (for now) by June, so we need someone to take over as editor/co-editor as soon as possible. Training can be provided. If you're interested in taking over or helping Marion, please contact Jim Villers.



TRAACA MEMBERS' PAGE

Welcome to our New Members!

John & Mary Beth Clark
Virginia Beach, VA
- 1931 Chevrolet 2-dr sedan
- 1969 Pontiac Firebird convertible

Daniel & Diana Etheridge
Chesapeake, VA
- 1986 Jaguar XJS V-12 coupe

Janice Weaver
Newport News, VA
- 1910 Ford Model T Speedster



Members celebrating anniversaries in May



Boyd & Debra Swartz
Alan & Laurel Swenson
Kenneth & Shirley Wecht



Members celebrating birthdays in May



Ben Buchanan
Larry Cutright
Vickie Doscher
Jeanie Downing
Dick Eberle
Annette Gardner
Gordon Garnett
Charlene Geib
Claudia Giacopassi
Basil "Bennie" Howard
Jeff Howie
Laura Jordan
Josie Kinker

Robert Lang
Kit Lawrence
Cindi Nash
Tina Pack
Dot Parrish
John Peters
Rhonda Russell
Sal Saiya
Gordon Spence
Alan Swenson
William Sykes
Kenneth Wecht
Stella Wickham

Recent Award Winners

AACA Southeastern Spring Meet—Charlotte, NC

Jim Elliott	1978 Chevrolet Corvette Repeat Preservation
Jeff Locke	1964 Solex moped Repeat Original HPOF
Dick McIninch	1986 Mercedes-Benz 300E Repeat Original HPOF
Tony Scarpelli	1964 Imperial Crown 4-dr hardtop Repeat Original HPOF

Judges Awards presented at AACA Charlotte Meet

Tyler Gimbert	10 Judging Credits
Marion McAlpine	Team Captain certification
Mark McAlpine	Team Captain certification
Tony Scarpelli	25 Judging Credits

[6 April 2016 Board Meeting Minutes continued from Pg. 3.]

judging standards used at the annual meets. A suggestion was made to 1) compose 2-line descriptions of the AACA vehicle and modified vehicle classes for the annual meet flyer; 2) post the vehicle descriptions on the club website; and 3) before the awards presentation at the annual meet, have the chief judge explain the AACA methods used when judging vehicles. Board requested Tony Scarpelli and Jim Elliott (Meet Chief Judge) present their suggested judging changes at the May Board Meeting for the Board to approve or deny said changes.

- Board also discussed the recommendations by the 2015 Annual Meet Improvement Committee to add the "Vintage Driver Class (VDC)" to the annual meet vehicle categories. Mark made a motion to "postpone implementation of the VDC until 2017 pending further study." Matt seconded the motion. Motion passed with unanimous decision.

Unfinished Business:

- Still looking for a Chairman of the Call Tree Committee.

Sunshine Report

No *Sunshine Report* updates were received this month.

Please provide updates on the health of TRAACA members to Vickie Doscher at 672-3755 or vlv78@hotmail.com.

2016 TRAACA Membership Rosters

The 2016 TRAACA Membership Roster has been e-mailed to members. Hardcopy paper copies will be available at the monthly dinner meetings or you can request that a copy be mailed to you by e-mailing or calling Jim Villers at 190SLJim@cox.net or (757) 481-6398.

Wayne suggested if calling tree members used e-mail to contact club members, perhaps there would not be a need for a chairman. Further discussion on subject was tabled.

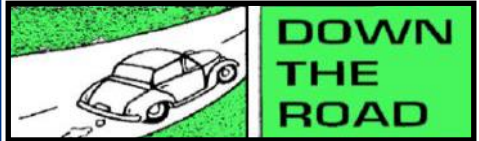
- Discussion on new laptop for use by club treasurer. Matt made the motion to "authorize \$600.00 for Bob Stein to purchase a laptop system for the TRAACA treasurer." Bill seconded the motion. Motion passed with unanimous decision.
- Annual Awards Manual Committee consisting of Richard Hall, Mark McAlpine and Dot Parrish are currently drafting an awards manual for the club.
- By-Laws Review Committee Chairman Mickey McChesney is currently assembling the committee.

New Business: No new business was presented.

Other Business: No other business was presented.

Jim asked for any further business. There being none, the meeting was adjourned at 8:30 PM.

Respectfully submitted, Marion McAlpine, Treasurer



Other Regional/Local Events

MAY 2016

- 1 LCpl Cody Childers
All-Wheels Show
Virginia Beach, VA
- 6-7 Shenandoah Region AACA
58th Apple Blossom Meet
Winchester, VA
- 7 8th Annual Shake, Rattle & Roll Car Show
Suffolk, VA
- 28 Twin-County Region AACA
23rd Memories on Main St.
Galax, VA
- 30 Classic Car Cruisers 10th
Annual Memorial Day Car,
Truck & Bike Show
Williamsburg, VA

JUNE 2016

- 3-5 Carlisle Ford Nationals
Carlisle, PA
- 4 Historic Fredericksburg
Region AACA Annual Show
Fredericksburg, VA
- 4 Custom Classic Corvette
Club 6th Annual Car Show
Norfolk, VA
- 10-12 The Elegance at Hershey
Hershey, PA
- 12 8th Annual Williamsburg
Invitational Car Show
Williamsburg, VA
- 17-19 Carlisle GM Nationals
Carlisle, PA
- 17-24 Lincoln Highway Tour
Cumberland, MD to Joliet, IL
- 18 Richmond Region AACA
Car Show and Swap Meet
Richmond Int'l Raceway
Richmond, VA
- 25 Smithfield Olden Days
Festival, Smithfield, VA

JULY 2016

- 9 National Collector Car
Appreciation Day Cruise-In
Daniels Performance Group
Smithfield, VA
- 15-17 Carlisle Chrysler Nationals
Carlisle, PA



**Twin-County Region
AACA**



23rd Annual

**Memories on Main Street
Galax, VA**

Saturday, May 28, 2016

8:00 AM—3:30 PM

Preregister by May 24: \$10 (entered into \$50 drawing)
Day of Show: \$15

For more info see TCRAACA website: <http://clubs.hemmings.com/tcraaca/>
or contact Tom Littrell at (276) 236-6197 or e-mail luv2fly53p@centurylink.net



**Historic Fredericksburg
Region AACA**



59th Annual

**Antique Automobile Show
Fredericksburg, VA**

Saturday, June 4, 2016

8:00 AM—3:00 PM

Preregistration: \$20 (must be postmarked NLT May 31)
Registration after May 31: \$25

First 175 vehicles registered and on the show field receive a dash plaque

For more info see HFRAACA website: <http://hfraaca.org/>
or contact Meet Chairman J. Gordon Brown at (703) 725-7948



**Richmond
Region AACA**



47th Annual

**Car Show & Swap Meet
Richmond Int'l Raceway**

Saturday, June 18, 2016

8:00 AM—3:00 PM

Preregister by June 4: \$20 (entered into \$50 drawing)
Day of Show: \$25

Swap Meet Preregistration (by June 4): \$25

Day of Show: \$30

Spectator Entry Fee: \$5 (*children under 12 free*)

To register or for more info go to RRAACA website: <http://richmondaaca.com/>
or contact Meet Chairman Joe Guckert at (804) 516-0440 or e-mail ndjoe79@hotmail.com



EDITOR'S DESK

Mark McAlpine

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

Car season is definitely upon us. There are a number of opportunities to attend a nearby AACA Meet this year. There's the Eastern Spring Meet in Vineland, NJ, on 19-21 May; the Grand National Meet in Williamsport, PA, on 2-4 June; the Southeastern Fall Meet in New Bern, NC, on 11-13 August and, of course, the "mother of all meets"—the Eastern Fall Meet in Hershey, PA, in October. Whether you want to show your vehicle at a national meet for the first time, get started in judging, or just go to experience a meet and see all the beautiful vehicles, it won't get any more convenient to do so (at least not until we host a national meet again).

Hopefully, current AACA judges will take advantage of these nearby opportunities to increase their judging experience and credits. If you're new to judging and think you'd be interested, now's the year to give it a try. Most people that try judging enjoy it, and the more you do it, the more your confidence grows. Judging also helps you look at your own vehicle more objectively—knowing what the judges are looking for helps you prepare your vehicle better for judging.

The AACA has an extensive program to prepare and qualify you to judge. First you need to attend an AACA Judging School, which is offered at every national meet (and at the AACA Annual Meeting in Philadelphia every February). The day of the meet you need to attend the Judges Breakfast in order to find out your assigned judging team and responsibility (chassis, engine, exterior, or interior) and get final guidance

from the AACA Vice President of Judging and the Chief Judge for the Meet. Every judge is encouraged to take a voluntary Continuing Judges Education (CJE) seminar at least once a year to increase their knowledge. CJE seminars are about 30-minutes long, usually offered immediately following the Judges Breakfast, and are offered in about 20-30 different areas from the basics (engines, chassis, etc.) to more specific topics (brass cars, Mopar engines, etc.). The first time you judge you will be required to attend the Apprentice Judge CJE & will be assigned to an Apprentice Judging Team led by a very experienced Senior Master Judge. Did I mention that you get to choose what kind of judging you'd like to participate in—Class Judging, Historic Preservation of Original Features (HPOF), or Driver Participation Class (DPC)—and, for class judging, you can request what era/type cars you'd prefer to judge.

Serving as a judge at our region's annual meet is a low-stress way to get started in judging. We have a number of experienced judges in our region—not the least of which is our Meet's Chief Judge, Jim Elliott—so you'll be assigned to a judging team led by an experienced AACA judge who will help educate you.

Several members have asked about the region holding some sort of judging orientation or training program. Dewey Milligan suggested we hold a judging class some weekend or evening before our annual "Wings & Wheels" show in September and volunteered to hold it in his and Maxine's garage. We're going to take him up on his offer, so standby for more information about this once we determine a date.

Gotta' go—we have to power wash Neil Sugermeyer's car trailer so we can take the Chevelle to Martinsville tomorrow for the ODMA Meet.

Mark & Marion Mc

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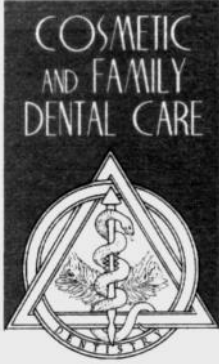
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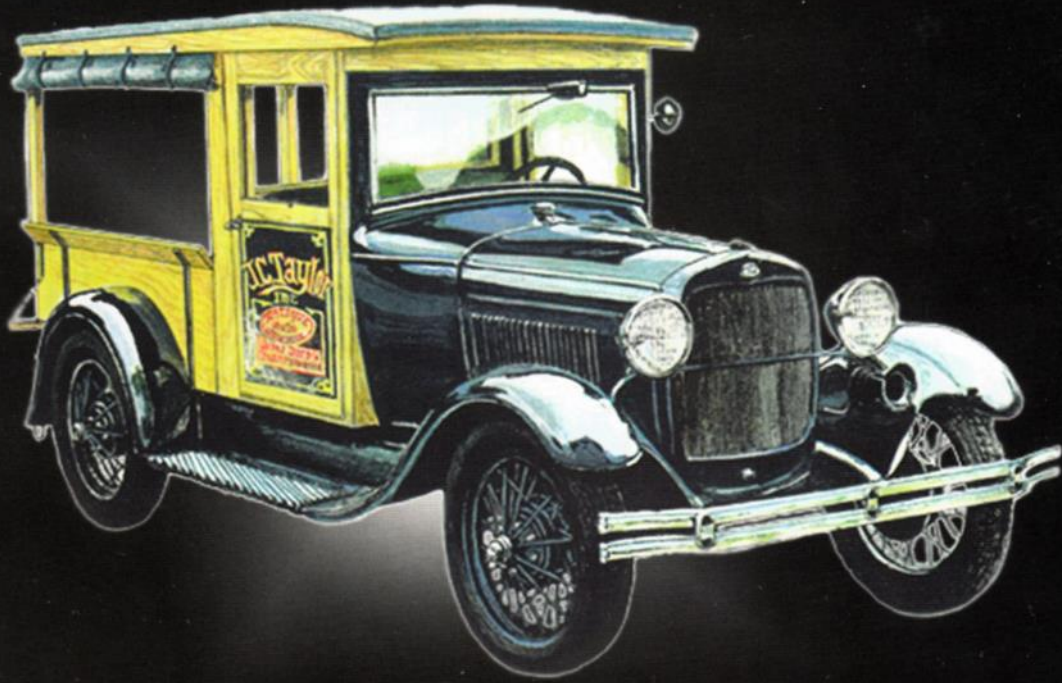
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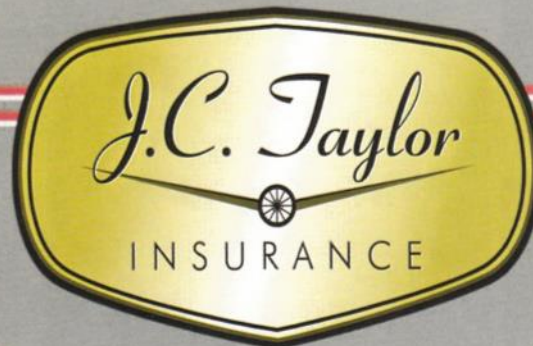
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