

# The Mudflap

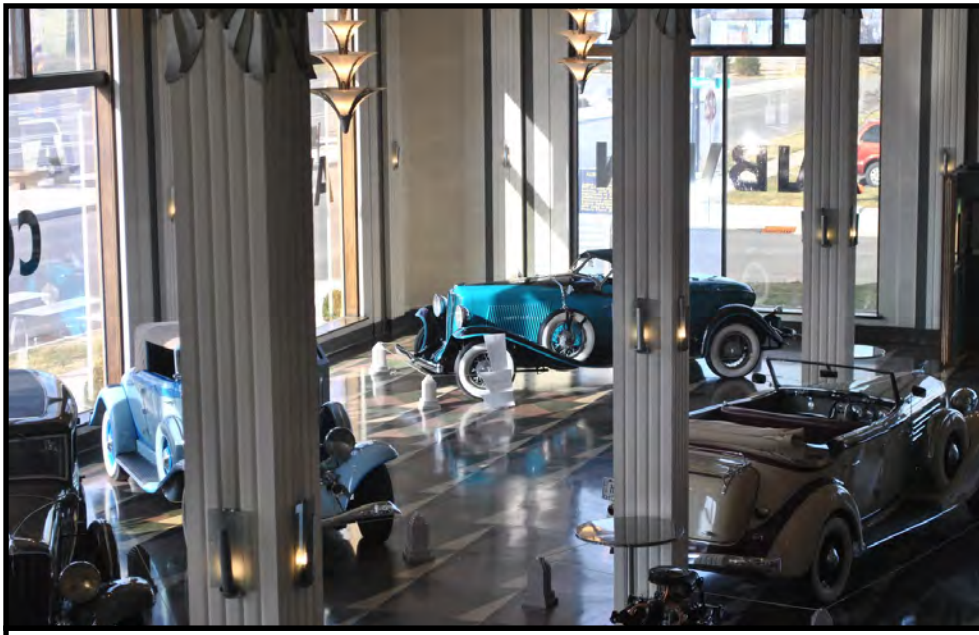
News and Activities from the Tidewater Region—Antique Automobile Club of America

Volume 64, Issue 5

May 2020

*All Local and National Activities for May and portions of June have been cancelled. Please go to [aaca.org](http://aaca.org) and [traaca.com](http://traaca.com) for additional, up-to-date information.*

*Virtual Tour of the stunning Auburn-Cord-Duesenberg Museum—Read more on Page 4!*



*A view highlighting a gorgeous Auburn speedster and the showroom of the ACD Museum*

## Plan Now for the TRAACA Annual Meet!

We are putting together the program for the annual TRAACA show in September and I would like to get some members to put their antique car pictures in the pages for Members Cars. The cost is \$25.00 per car and members will need to send a check made out to TRAACA to:

Bill Treadwell  
416 Woodlake Rd.  
Virginia Beach, VA 23452

Send pictures as a .jpg as an email attachment to [Corifuqua@aol.com](mailto:Corifuqua@aol.com) and [teddybeardot@aol.com](mailto:teddybeardot@aol.com)

Members are encouraged to send pictures of as many cars as they want! The program will feature 8 cars per page. Thanks in advance!

~Dot Parrish



## TRAACA CALENDAR

Check [traaca.com/calendar.htm](http://traaca.com/calendar.htm) for the latest info on upcoming events!

### MAY 2020

- 14 TRAACA Board Meeting  
Dawson's Accounting  
Virginia Beach, VA
- 16 Day Trip to Murfreesboro
- 21 Dinner Meeting (Holiday Inn  
Convention Center Virginia  
Beach/Norfolk)

### JUNE 2020

- 6 Square Car Tour
- 18 Dinner Meeting (Holiday Inn  
Convention Center Virginia  
Beach/Norfolk)
- 27 Doumar's

### JULY 2020

- 09 TRAACA Board Meeting  
Dawson's Accounting  
Virginia Beach, VA
- 11 Nauticus/USS WISCONSIN  
tour and lunch
- 16 Dinner Meeting (Holiday Inn  
Convention Center Virginia  
Beach/Norfolk)
- 25 Doumar's

### AUGUST 2020

- 9 Portsmouth Naval Shipyard  
Museum Tour and lunch
- 13 TRAACA Board Meeting  
Dawson's Accounting  
Virginia Beach, VA
- 29 Doumar's

### SEPTEMBER 2020

- 10 TRAACA Board Meeting  
Dawson's Accounting  
Virginia Beach, VA
- 17 Dinner Meeting (Holiday Inn  
Convention Center  
Virginia Beach/Norfolk)
- 19 TRAACA Annual Meet  
(Military Aviation Museum)

# President's Podium

**Wayne Milligan**  
**TRAACA President**  
[traacacontact@gmail.com](mailto:traacacontact@gmail.com)  
**(757) 416-8993**



Hello fellow Tidewater Region AACA members. I hope all are well. Though our hobby currently seems idle in many ways, there is actually a great deal of activity taking place. Annual Meet Chairman, Paul Fuqua, and Co-Chair, Barry Basnight, along with their team of Committee Leads and volunteers are hard at work preparing for our 47th Annual Meet. The meet will take place Saturday, September 19th and includes a parade and display of each of the 67 model years of America's Corvette. YES, that is correct – an example of each Corvette, from the 1953 (of which only 300 were made) to this year's radically redesigned 2020 mid-engine model. Many of the examples will represent not only a model year, but rare option packages as well. Every Tidewater Region Annual Meet is a significant undertaking and this year is no exception. In fact, this year's meet will likely be one of our largest and should be excellent preparation for the upcoming Grand National meet. The enthusiasm and excitement of Paul and the entire team are contagious! This year's event will include all of our traditional elements including a meet program! Additional new elements will be added including collectible, limited edition prints from a renowned artist, and separate displays for marque clubs, contemporary vehicles, and modified (personalized) automobiles. The AACA is, to paraphrase the Rose Bowl's moniker, the Granddaddy of automobile collecting organizations. The Tidewater Region is a leader within the AACA and, as such, it is natural for this Region to showcase our genre of automobile enthusiasm to others. I'm confident we will educate, entertain, and recruit new members to our hobby through this Meet. To that end, please consider volunteering your time and talents to this year's Annual Meet. There are many tasks to accomplish – from the planning and upfront logistics taking place now to show field cleanup and everything in between.

2020 has turned out to be a year unlike any of us anticipated. New phrases including 'social distancing' and 'alone together' have become commonplace. As we live through a historic event, I hope we soon see a return to what we think of as normalcy. The Board has not taken the canceling of events lightly; howev-

er, doing what we can to ensure the health of the members remains our guide throughout this unusual time. We all look forward to once again enjoying the fun and comradery our Club offers.

On a different note, a few have suggested I explain the picture that appeared in last month's Mud Flap. That photo was taken at Kennedy Space Center in Cape Canaveral – probably in the late 60s or early 70s. During a walking tour to see the Crawler/Transporter, a Lunar Rover vehicle approached the group. The 'astronaut' in the vehicle had their sun visor down blocking any view of them, and many seemed to think the Lunar Rover was being remotely controlled and the astronaut was a prop. The vehicle sat near the group for several minutes while people walked around it and took photos. Suddenly, the astronaut pointed at me (I may have been the only child in the group) and then pointed at the empty seat next to them and then to the control stick between the two seats. I was fortunate enough to 'drive' a Lunar Rover around a field at Kennedy Space Center. I included the picture because it's certainly an uncommon automobile – I suppose it might qualify as an orphan automobile by Club standards!

I hope all remain well and I look forward seeing each of you very soon! Warmest Regards,

Wayne Milligan, '20 Tidewater Region AACA President



## Dinner Meeting Corner

Chief Contact: Skip Patnode

**The May Dinner Meeting is canceled, but we hope to resume our meetings in June**

**Members will be contacted via e-mail to obtain their RSVPs for the club's monthly dinner meeting.** (Members without e-mail will be contacted by phone.) If you will be attending, please respond to Skip Patnode's e-mail by the requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond to these e-mails** 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](mailto:skippatnode@cox.net) or (757) 672-8495. Thank you for your cooperation!



# From the Running Board

No board meeting was conducted in April, 2020.



## Getting a Real ID

By Bob Stein



After October 1st, 2020, you will have to have a Real ID to board a domestic flight in the United States if you're not in possession of another TSA-approved form of identification, i.e. passport or a valid military ID with common access credentials. A real ID is a form of identification that meets increased security standards for state-issued driver's licenses and identification cards.

Make sure you understand what documentation you have to have. When I went to DMV with my driver's license, birth certificate, original social security card, and a valid US passport – I got turned away! I also needed proof of residency in the form of a utility bill or mortgage statement with my name and address. Here is the official documentation list:

- Identity; (e.g. unexpired U.S. passport or U.S. birth certificate)
- Legal Presence; (e.g. unexpired U.S. passport or U.S. birth certificate)
- Social Security Number; and (e.g. social security card or W-2 form)
- Residency (two proofs required). (e.g. utility bills, mortgage statements, Virginia driver's license displaying current Virginia residential street address)
- Proof of any name changes (e.g. marriage certificates or divorce decrees)

Note: If the name on your identity document is different than your legal name, you must show proof of your name change.

There is still a while before you will need a Real ID to board a plane in the United States, but October 2020 will be here faster than you think, and it is better to be early than too late.



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

Editors: Doug Grosz and Ken Packard  
C/O: Dawson's Accounting

138 S. Rosemont Rd, Suite 200, Virginia Beach, VA 23452

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## Cool Ideas During the COVID-19 Shutdown

(Reprinted with Permission from Mar 2020 AACA Speedster)

Depending on where you are in the United States, most of us are in some level of a shutdown because of the current COVID-19 pandemic. And, I'm sure many of you are missing your AACA friends and going through withdrawal because all of the spring car events have been canceled. Well, the Las Vegas Region AACA came up with the clever idea to host a "Quarantine Cruise" down the Las Vegas Strip. What a cool idea! Let us know if your region or chapter is doing something cool during the COVID-19 shutdown (email [szimmerman@aaca.org](mailto:szimmerman@aaca.org)).



## 2020 TRAACA Officers & Board

President - Wayne Milligan:

[traacacontact@gmail.com](mailto:traacacontact@gmail.com)

Vice President - Tim Hund:

[traacacontact@gmail.com](mailto:traacacontact@gmail.com)

Secretary - Ellen Adams

Treasurer - Bill Treadwell

Board - Fred Cole

Board - Charlie Dawson

Board - Dot Parrish

Board - Doug Grosz

President Emeritus - Matt Doscher

Visit the TRAACA on the Internet at:

[www.traaca.com](http://www.traaca.com)

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# The Auburn-Cord-Duesenberg Museum

Story by Mark McAlpine. Photos by Mark McAlpine and Ken Packard

[Editors note—this article is a reprint from the TRAACA Mudflap Volume 58, Issue 4. In a strange twist, I visited the Museum in April, 2014, and have added some photos from my trip as well. ~Ken]

Auburn. Cord. Duesenberg. For many automobile enthusiasts these names represent some of the most beautiful cars ever built. However, unless you attend the one of the large AACA meets like the Eastern Fall Meet in Hershey, Pennsylvania, or a major classic car event like the Pebble Beach Concours d’Elegance or Amelia Island Concours d’Elegance, you rarely see many of these historic vehicles. Fortunately, there is a museum dedicated to the preservation of these classic vehicles, with over 120 cars on display.



*1931 Duesenberg Model J*

The Auburn Cord Duesenberg Automobile Museum (ACD Museum) is located in Auburn, Indiana. It opened in 1974 in the former headquarters building of the Auburn Automobile Company. Even the building itself is amazing—three floors of history, from the gorgeous art deco Company Showroom (where new models were displayed for their dealers to view) to the replica of Gordon Buehrig’s clay model stu-



*1911 Auburn N Touring Car*



*1911 Metallurgique Speedster*

dio—and was designated Historic National Landmark on 5 April 2005 because it is “one of the few remaining examples of a small independent automobile company ... visual reminders of this company’s proud past and achievements in automotive history.” (Quote from the ACD Museum’s National Historic Landmark nomination package.)

The museum has a number of galleries and exhibits focused on different aspects of Auburn Automobile Company and automobile history and technology. When you enter the museum, immediately to your



*Original Company Showroom*



right is the restored original, art deco Company Showroom displaying Auburns, Cords, and Duesenbergs from what the museum calls the classic era (1925-1937). Continue through the museum to the Gallery of Classics, which features cars of the highest quality built between 1928-1948 by the Auburn Automobile Company and its competitors.

The Cars of Indiana Gallery, located in the compa-



*1913 Imp Cyclecar*

ny's former drafting room and records department, displays rare and unusual cars built in Indiana, a leader in automobile manufacturing in the first part of the twentieth-century, including some of America's most luxurious and expensive cars. This exhibit includes a 1916 Premier Model 6-56 Foursome, 1924 Marmon 34C, and a 1932 Auburn 12-160A Speedster.

The Early Auburns Gallery highlights the early history of the company from 1904-1924, including a 1900 Eckhart Carriage (Eckhart became the Auburn Automobile Company in 1903) and a 1904 Auburn (the earliest Auburn known to still exist). The Gallery of Special Interest features some highlights of automobile history, including a 1926 Cunningham Sport Touring Car, 1937 Lincoln Zephyr, a 1956 Ford Thunderbird, a 1957 Mercedes-Benz 300SL gullwing coupe, and 1963 Jaguar E-Type.

The Gallery of Auburn, Indiana, Automobiles reminds us that at one time at least eleven different brands of automobiles—many of which you may never heard of or have only read about in books—were manufactured in Auburn. The gallery includes a 1907 Kiblinger, 1909 Zimmerman Runabout, and 1913 McIntyre Imp Cyclecar. (One of my favorite cars in this gallery was the 1911 Metallurgique Speedster, which you may remember from the 1965 Tony Curtis and Jack Lemmon movie *The Great Race*.)

There is not enough space in this article to fully describe everything in the ACD Museum or to do it full justice. Besides the all gorgeous and special cars, there is an exhibit—the Hall of Technology—that



*1937 Cord Supercharged Beverly (with 1935 Auburn 851 Speedster in background)*

highlights Auburn, Cord, and Duesenberg technology still used in cars today. You can view E.L Cord's office, a reproduction of designer Gordon Buehrig's clay modeling studio with original clay models on display, the Auburn Automobile Company's original conference room, and, as a special treat, men can use the executive washroom.

If you love cars and haven't visited the ACD Museum, you need to make a pilgrimage to this shrine of automobile history. (And there are a number of other car museums you can hit on the trip to Indiana or back. E.g. Gilmore or the Packard National Museum in Warren, OH) Just allow yourself plenty of time to visit the Auburn Cord Duesenberg Automobile Museum—a couple of hours isn't enough.



*Another view of the Art Deco showroom floor.*





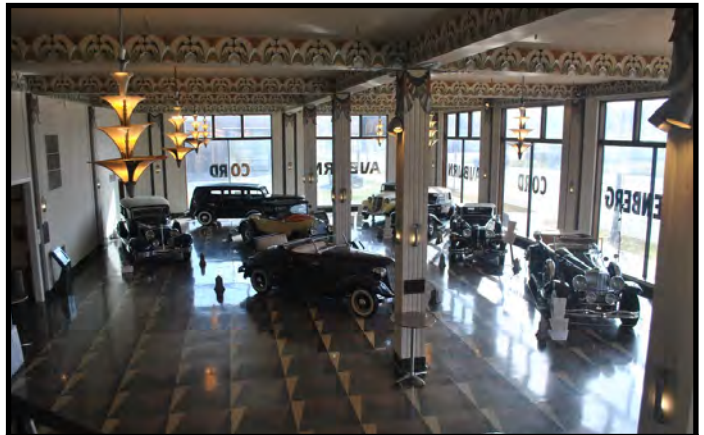
*Original Clay Models*



*An early Corvette and Thunderbird from the Gallery of Special Interest vehicles on the second floor.*



*1930 Cord L-29 Cabriolet*



*Another view of the showroom from the staircase*



*Custom bodied Duesenberg—I cannot remember the details.*



*Interior of custom bodied Duesenberg.*



*A 1935 supercharged Auburn 851 Speedster—even sporting VA plates! Road-tested at over 100 mph.*



*Pretty ladies all lined up in a row.*





## Still Collecting Glass Paperweights w/ Advertising

By Terry Bond

Sitting on many desktops, especially in public places like bank counters, hotel registration desks, and similar locations, were glass paperweights with printed advertising on them.

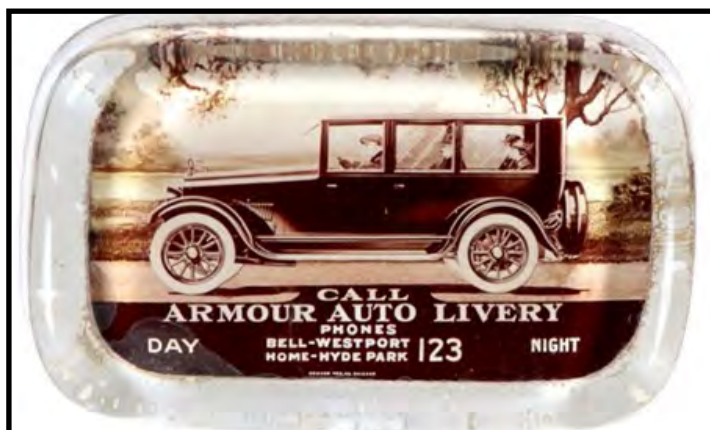
Everything from goods and services to transportation was promoted.



*An early coach builder advertising paperweight showing carriage and automobile bodies available.*



*Early paperweight with colored image advertising Fish Brother's Wagon Co.*



*Paperweight advertising "auto livery" –storage space.*

Individuals could have them made with family portraits, or your new car showing on them.



*This is someone's new 1914 Model T Ford. Proud enough to make a paperweight!*

These were very popular from the early 1900s on, especially so after much of the nation became "wired" with telephone and telegraph capability. The ability to advertise and include a phone number created far-reaching capability that was previously unavailable.

These were also popular give-away items for many businesses and were often included as a "bonus" with a purchase.

The glass blanks were produced by a variety of different companies and sold to advertising agencies, who in turn, printed them for their clients. There is some standardization among them as a result. Most are of a very similar size, and some have scalloped edges. Other glass blanks were molded into oval shapes, but the vast majority were simple rectangular shapes. All had an indented bottom where a decal was inserted. Most of the decals with advertising were simple black and white, however some were done in color. The back of the decal was sealed with a coat of paint, then a felt base. Most of what is found today is missing that felt protective base.

Beware of reproductions. Like a lot of automobile related items, when the popularity goes up, so does the price and the incentive to reproduce or even create items. Old glass blanks are often found today, and



still others with plain or badly damaged advertising are cleaned so that an automobile related image can be inserted, increasing its value considerably.

Most recreations are made by simply gluing a paper advertisement cut from a magazine into the recessed base, then covering it with new felt. I've seen others using postcards, cut to fit, then glued in place. They are easy to spot if you remember that all of the early ones were done using decals rather than paper advertisements.

Taxi services were very popular, however advertising for funeral parlors, ambulance and other services, can be found.



*Paperweight advertising photographic services.*



*Ambulance advertising paperweight.*



*Lanigan Automobile Sales Company advertisement showing a Locomobile. They also sold Kissle Kars and Huppmobiles.*



*A good example of a fake paperweight. Note that an advertisement, obviously cut from a magazine, has been used. It does not even completely fit the recessed area in the glass blank.*

Still other newly created (fantasy) paperweights have popped up on the internet in the last few years. These items were never originally made, but are simply modern items that are cast in a mold. Several different brand-names of automobiles will appear, but those advertising the Haynes automobile are most often seen. Last time I checked, there were no less than 24 of them listed on Ebay in various colors.



*Worthless modern Haynes paperweight*

Most popular among collectors however, are those advertising specific automobiles or dealers. The



advertising images and some subsidy was often available from the auto manufacturer. Dealers either ordered their own, or sometimes the manufacturers themselves would supply paperweights with the dealership name printed.



*An early and rare advertising paperweight for the Columbia automobile.*



*This rare Holsman high-wheeler paperweight recently sold for over \$300.*



*Advertising paperweight for the North End Garage, New Bedford, Mass, dealer for the Kissel Kar.*



*Auto dealership paperweight advertising the new Liberty Six automobile.*



*Advertising for the Pitt Carriage and Automobile Company advertising a variety of services.*







*Southwest Motor Company, Kansas City, Mo, advertising the Jordan automobile.*



*Round, scalloped paperweight advertising the Parker Tire.*



*Paperweight advertising the Dodge Bros. Motor Car, circa 1921.*

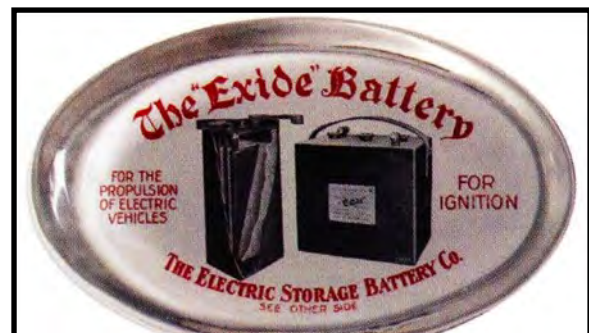
currently being reproduced it would require a separate article to begin to cover the topic.

Here are a few more photos to enjoy while you are unable to get out as usual. Happy collecting, from the comfort of your home and keyboard!

*Terry Bond*

When purchasing paperweights, condition is always important. Most important though is the image itself. If undamaged, and largely free from scratches on the surface that affect the image, some minor damage is acceptable. It's natural that over the years of handling there may be some chips or edge flakes on the glass itself. The felt backing may have long-ago disappeared, and the painted background protecting the transfer itself may have become scratched or flaked away in places. So long as the image itself is intact and unharmed, no problem! These are honest indications of normal wear and a good sign of age. Watch for minor scratches and wear along the bottom edge too – there should be some evidence the paperweight has actually been used. If those bottom edges are in perfectly new condition, you may be looking at a reproduction or a fake using a new glass blank.

Prices vary considerably but most of the earliest will sell in the \$150-200 range, with rare specific car advertising pieces going much higher. Paperweights advertising automobile related products and services usually sell for less with the exception of some later gas and oil related items – however so much of that is



*Advertising paperweight for the Exide.*



*Rare Hagstrom spark plug paperweight.*





# My Story—1964 Studebaker Commander R4

Story and Photos by Bruce Sedel



One day back when I was twelve years old, my uncle came to visit driving a brand new 1964 Studebaker Cruiser. It was a really nice car. When I turned fourteen he would occasionally let me drive it around the back streets where we lived. He sold it in 1966 but I never forgot about Studebaker cars. Now I own three. One of them is a 1964 Commander two door sedan. This story is about the acquisition and restoration and most notably the transformation of that car into a road pounding Super Lark.

In 2008 I was finally able to attend a Studebaker Drivers Club national meet in Lancaster, Pennsylvania. It was a very well attended event and there were lots of Studebakers including more Lark-bodied cars than I had ever seen in one place all lined up like Studebaker's in a dealership car lot. As I walked around nearly in a stupor suddenly out of the staggering line-up appeared this shiny Ermine White 1963 Lark two-door sedan. The strange part was the funny looking red, white and blue round badge attached to the front grille which contained the lazy "S" and the symbol "R4." Under the bonnet appeared to be all Studebaker although obviously built, the owner stating it was all Studebaker 304 cubic inches with an aluminum intake and a pair of Carter AFB four barrel carburetors and the whole business was connected to a Borg-Warner T-10 four-speed and dual exhausts with two and one-half inch tail pipes. It certainly appeared very well put together. Aside from the obvious built power plant and the dual exhausts, it otherwise looked like a grandma grocery getter. All I could think of was that I wanted one and this one wasn't for sale. A whole lot had to happen before I was able to get one and the first step was to find a

decent v-eight car. That led me to the Studebaker forum where I was eventually connected with a pleasant gentleman in Nevada who owned a Bordeaux Red with red interior v-eight 1964 Commander two door sedan which I bought, minus the engine. I decided to build a Super Lark.

Most people don't know that Studebaker ever built high performance automobiles save and accept the Golden Hawks of 1957-1958 so here's the short history lesson. Sherwood Egbert, who served as Studebaker president from 1961-63, convinced the company to acquire automotive performance companies, Paxton Products (makers of automobile superchargers) and Chemical Compounds Company (makers of STP), headed by legendary Indy car driver Andy Granatelli. When the acquisitions were completed, Egbert kept Granatelli on the payroll with the idea to inject some high performance into the Studebaker engine line-up. All of this led to the production of a limited number of Super Larks, however, the program ended when Studebaker closed its South Bend, Indiana plant in December of 1963.

It didn't end my goal of building a Super Lark. Nearly ten years and thousands of dollars later, I was able to complete the most mind-boggling restoration project I have ever taken on. The re-creation of this high-performance Super Lark appears nearly in every way as if Studebaker might have built it. The entire process became much more involved than I had anticipated but getting to the finish line has been glorious. The historical fact remains that for a momentary twinkle in time, Studebaker jumped head-first into the high-performance arena and built a limited number of small-block "R" engine Super Larks that performed to an incredibly high level well



*New front fenders and all bodywork complete.*

enough to rattle the cages of the big cats at Ford, Chevrolet and Chrysler in the ferocious jungle of muscle-car mayhem.



Here's what I ended up with:

#### Engine:

- Block 1963 full flow "V" code 259 cu in V-8
- Displacement Bored .060 to appx 275 cu.in. honed & decked (315 hp at flywheel)
- Camshaft Reground stock R1/R2
- Cam timing gear R1/R2 Aluminum
- Pistons TRW Half-dish hypereutectic .060 oversize
- Main bearings Standard
- Rod bearings Standard
- Vibration damper R3 Avanti reproduction
- Crankshaft 289 cu in stock micro polished
- Connecting rods 289 cu in stock reconditioned & shot peened
- Cylinder heads 289 cu in stock, cleaned, shot peened, magnafluxed & resurfaced
- Valves & seats R3 Avanti stainless intake & exhaust grinded multi-angle
- Valve springs R3 Avanti heavy duty
- Valve pockets Enlarged to accommodate R3 valves
- Rocker assembly Stock reconditioned & resurfaced rocker arm shafts
- Intake manifold R-4 Aluminum dual four barrel
- Carburetion Carter (2) AFB four barrels
- Exhaust manifolds R-3 factory headers
- Exhaust system Dual 2-1/2" aluminumized, stock mufflers

- Distributor Unilite 47 SP8 electronic
- Fuel pump R4 high-volume
- Fan R-1 clutch fan with heavy duty 6 blade fan
- Water pump R-1 heavy duty V-8
- Spark plugs Champion J12YC
- Flywheel Stock resurfaced
- Bell housing Custom-built & modified to accept Mopar transmission - Dial indicated
- Transmission Mopar A-833 4 speed with Studebaker shift handle mated to Hurst shifter base
- Clutch 10-1/2" HD clutch & pressure plate assembly, grade-8 clutch bolt set
- Drive train Custom fabricated drive shaft connected to completely re-conditioned Dana 44 Twin-Traction rear end with 3:73 gears, factory radius rods, heavy duty front & rear sway bars, heavy duty springs and shocks.

#### Body:

- Body components: Replaced front fenders with NOS fenders from Studebaker International.
- Body work/paint: Completely stripped to bare metal including numerous metal repairs and replacements repainted with base/clear in factory matched Bordeaux Red.
- Interior: NOS front door and rear side panels color dyed, original bench seats color dyed, dash color dyed, NOS headliner, factory-look rubber mat floor covering, re-conditioned Studebaker front seat belts and reconditioned steering wheel.

#### Electrical:

- New correct dash-forward wiring harness from Studebakers West
- NOS 160 MPH speedometer
- Stewart Warner 8,000 RPM green line in-dash tachometer.







# Dr. George Boyer's 1903 Type Franklin Runabout

Story and Photos by Samuel Y. Kern III

One Saturday morning in the '50's when I was about 11 my uncle, Kenneth "Dutch" Kern caught me watching TV in our living room at 237 South Main Street in Coopersburg, PA. Our conversation ended with him demanding: "You get over to The Shop right away and get to work!"

I reacted immediately (well almost, after finishing the cartoon), hopping on my bike and peddling the 1.5 miles over to what Dutch always referred to as "The Shop"-the garage he and my father Conrad started as partners just after the war. It was located directly on Pennsylvania Route 309, about 50 miles north of the center of Philadelphia.

Once I got there, Dutch wasted no time putting me to work cleaning The Shop. One of the cars there-or soon to come-was Dr. George Boyer's very early 1903 cross engine Franklin Type A, the very car Mark McAlpine (Antique Automobile Club of America, VP National Activities) and Marion McAlpine (AACA Library & Research Center,

Committee Member, AACA Library and Research Center) reported having seen recently at the Northeast Auto Museum in Norwich, NY. Our task was to mechanically restore the car's engine, chain drivetrain, and suspension. Dr. Boyer lived about 10 miles away in Allentown.

The very early Franklin 4 cylinder engine (an American First!) crankcases were cast of aluminum alloy and subject to cracking in some strategic areas. The fix was to weld-repair the broken areas and remachine the entire crankcase. Doing all of this was easily beyond The Shop's capability, so Dutch turned the dissembled Type A crankcase over to a local machine shop.

About a year later Dutch drove to the machine shop to check status of the work, and discovered the Type A crankcase in the guy's SCRAP PILE! The machine shop immediately retrieved the crankcase, got to work, and delivered it to us a couple of weeks later.



*My Aunt Mildred Lindsey and my Uncle Dutch Kern with Mildred's 1932 Franklin Sedan, Circa 1955, Coopersburg, Pa. Address: 6910 North Route 309, Coopersburg, Pa.*

We eventually assembled the engine and put the car back-together. In “teenspeak”: “I got to drive it!”

The next stop for Dr. Boyer’s Type A was Wendlings’ Auto Restorations in Macungie, Pa. for paint, upholstery, pinstriping and overall refinishing. This shop was located about about 12 miles from Kern Brothers Auto Repairing , and “next door” to the Macungie City Park, where Das Awkscht Fesch is held annually. To this day the Wendling family is still very-well known in that area. Dr. Boyer would go on to have most of his Franklins (of which there were many) refinished at Wendlings’.

One year Dr. Boyer entered his Type A in the London to Brighton race. I recall the car didn’t finish, for whatever reason. Almost every August he trailered it to the H.H. Franklin Club Trek in Cazenovia, NY.

The Type A went on to the Staley Collection when Dr. Boyer passed away. Afterwards the entire Staley Collection of Franklins moved to the Northeast Classic Car Museum.



***Dr. George Boyer’s Type A Franklin (#3) at the Northeast Classic Car Museum, Norwich, New York.***

***Photo: Mark McAlpine***

A few more vignettes about Dr. George Boyer, the person:

In the early 70’s, being on a Navy deployment, I was in a quandry deciding what color to finish my 1925 Series 11-A Franklin Sedan, the original being “Marne Green” for which no color chip has ever existed. Quickly seizing on this challenge, Dr. Boyer took command and formed a committee consisting of himself, Dr. Al Warren of St. James, NY, and Mr. Tom Hubbard of Tuscon, AZ. They came to a consensus (by phone of course) and Dr. Boyer communicated the results to George Wendling who then proceeded to paint my Franklin. Months later I

saw the finished product for the first time: I liked it.

In either the late ‘50’s or early 60’s Dr. Boyer, Dutch, and I took a large U-Haul van to Stirling, NJ (about 120 miles round trip from Coopersburg) to retrieve a Series 10-C Franklin someone had donated to the H.H. Franklin Club. Once back at Coopersburg, we unloaded it at The Shop where we put in operating condition for eventual delivery to The Club in upstate New York.

Dr. Boyer-for decades-congregated the “Lehigh County Franklinites” at a particular restaurant in Allentown to launch their trek to Casanovia, NY (earlier, Syracuse) for the annual Trek. I attended a number of them with both Dutch and Anna Kern as well as Dr. and Mrs. Walter Lindsey of Perkasio, PA. My most recent one was in 2002 to help celebrate the 100th Anniversary of the Franklin Automobile.

I never saw Dr. Boyer without wearing a slick bow tie or without a great-big grin on his face, especially in the presence of any Franklin. His own 1932 Olympic was his favorite.

Kern Brothers Auto Repairing took a very long time to complete Dr. Boyer’s Type A, as well as just about every other of the many more Franklins passing through over the years. In 1972 The Shop became Kern’s Automotive Service “Specializing in Restoration of FRANKLIN Antique and Classic Cars” when Dutch moved it elsewhere in Coopersburg.

I worked at The Shop for 20 years: Saturdays, summers and after school where I learned a lot about new and old cars and how to repair them. I put hundreds of miles on my Columbia bike and on my first car commuting back on forth. But, most importantly, I made friends with many people like Dr. Boyer who love cars and who have both the enthusiasm and energy to keep older ones going.

Typically, Dutch would state when he felt production lagged: “Now its time to get smoke coming out of the stack!”

I on plan penning more such accounts in the not-too-distant future. There are many, especially about Kern Bros Auto Repairing and Franklins.

To be sure, my Uncle Dutch Kern would have demanded that I continue documenting this kind of history!







# TRAACA MEMBERS' PAGE

## Welcome to Our New Members!

None for April.



## Sunshine Report

Our thoughts & prayers go out to the following members:

No new reports.

Please provide Member Care/  
Sunshine Report information on  
TRAACA members to Bob Stein at  
[posti@aol.com](mailto:posti@aol.com) or 588-6200.



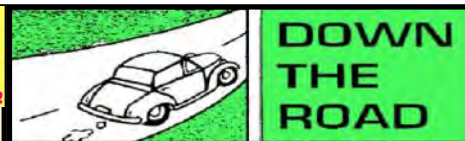
## Members celebrating anniversaries in May

David & Jean Belton  
Joe & Jack Burroughs  
Chuck & Millie Handle  
William "Bill" & Mary Stutz  
Boyd & Debra Swartz  
Alan & Laurel Swenson  
Ken & Shirley Wecht  
Byron & Chris Work  
Porter & Sheila Young



## Members celebrating birthdays in May

James Carnforth  
Dickie Clifton  
Donald Coppedge  
Larry Cutright  
Vickie Doscher  
Jeanie Downing  
Gordon Garnett  
Charlene Geib  
William Grosz  
Michael Haag  
Julie Hobbs  
Basil "Bennie" Howard  
Jeff Howie  
Ralph "Floyd" Jolley  
Josie Kinker  
Robert Lang  
Kit Lawrence  
Cindi Nash  
Tina Pack  
Dot Parrish  
John Peters  
Carlane Pittman-Hampton  
Rhonda Russell  
Salvatore "Sal" Saiya  
Gordon Spence  
Alan Swenson  
Ken Wecht  
Stella Wickham



## Other Regional and Local Events

### MAY 2020

- 3**  New Jersey Region AACA,  
69th Annual Collectible Car  
Show, Morristown, NJ
- 9**  Winchester, VA—AACA  
Shenandoah Region 62nd  
Apple Blossom Meet
- 15-17** Carlisle Import &  
Performance Nationals  
Carlisle, PA
- 16** 1st Annual Breakthrough  
Car Show—Petersburg, VA
- 15** CCC Memorial Day Car  
Show—Yorktown, VA

### JUNE 2020

- 07-12 -CANCELLED - AACA**  
 Sentimental Tour Davis,  
WV
- 12-13 - Southeastern Spring**  
 Nationals/Charlotte Auto Fair  
(Rescheduled)
- 20 - Richmond Region AACA**  
 Annual Show and Swap Meet  
(St. Joseph's Villa, Richmond)
- 24-27 - AACA Eastern Spring**  
 Nat'ls Beckley, WV

### 2020 TRAACA CAR SHOW

The date, time, and site for 2020 Meet are set: September 19 at the Military Aviation Museum from 8am to 3 pm. This year's theme is the Evolution of America's Corvette. We are working to assemble at least one example from each of the 67 model years of the Corvette, including the revolutionary 2020 mid-engined car. The Corvettes will form up and parade onto the show field at 11:00AM immediately after the National Anthem. Members of TRAACA who own Corvettes will be invited to be part of this exhibit before any others.

The Meet is also inviting Clubs centered on specific Marques to display their cars en masse under their Clubs' banners on the North Field at the Aviation Museum.

Our intent is to continue to educate the public on the importance of the antique and collectible cars to the development throughout the decades of private transportation. Every vehicle on the road today is the result of the design and construction of yesterday's cars and motor vehicles. One of our greatest freedoms is the freedom of unchallenged mobility which motorized vehicles provide. We celebrate that in conducting this Meet.



**AACA  
Calendar of  
Events**

[http://www.aaca.org/Calendar/aaca\\_calendar.html](http://www.aaca.org/Calendar/aaca_calendar.html)

**MAY 2020**

7-9 **AACA Central Spring Nat'l's**  
Auburn, IN

13-16 **AACA Eastern Div. Tour**  
Eastern Shore, MD  
**(Rescheduled to August 12-15, 2020)**

**JUNE 2020**

7-12 **AACA Sentimental Tour**  
Davis, WV

12-13 **AACA SE Spring Nationals**  
Concord, NC

24-27 **AACA Eastern Spring Nat'l**  
Beckley, WV

**JULY 2020**

19-24 **AACA Reliability Tour**  
Lock Haven/Wellsboro, PA

23-25 **AACA Grand Nationals**  
Allentown, PA

**AUGUST 2020**

12-15 **AACA Eastern Div. Tour**  
Eastern Shore, MD

20-22 **AACA SE Fall Nationals**  
Elizabeth, IN

**SEPTEMBER 2020**

13-18 **AAA Revival Glidden Tour**  
Saratoga Springs, NY

**OCTOBER 2020**

7-10 **AACA Eastern Fall Nationals**  
Hershey, PA

19-23 **AACA Central Divisional Tour**  
Broken Arrow, OK

**FEBRUARY 2021**

11-13 **AACA Annual Convention**  
Philadelphia, PA

**MARCH 2021**

17-20 **AACA Special Dual Nationals**  
San Juan, Puerto Rico

**APRIL 2021**

8-10 **AACA SE Spring Nationals**  
Concord, NC

# Let's Give Them a Reason to Stay

Wayne Tuck—2019 Vice President of Membership

(Reprinted with permission from *AACA Rummage Box*, Winter 2020)

AACA signs up literally thousands of new members every year. I have spent much of my time over the past few years as VP-Membership encouraging our members at both the region and national level to do more recruiting. You have done exactly that. In fact, you have done even more than I should have expected. For that, please accept my sincere thanks and please continue to do the same. (Maybe even more?)

Now with thousands of new members signed up every year wouldn't you think our membership totals should be growing? Sadly, that is not the case. More members fail to renew their memberships every year than new members signed up. Yes, we lose some from age, deaths, disabilities and the like. This is normal attrition. There isn't much we can do about that. Why do so many members sign up, stay a year or two and then decide not to renew their membership? We didn't give them a reason to stay!

New members join for various reasons. Some join for the social aspects such as friendship, fellowship and human contact. Others like to drive their cars with a group. Some even seek technical information and a network of service providers. Some want to lead and be a part of the club leadership corps. Whatever the reason, AACA has the ability to provide it.

Retaining our current members is just as important as recruiting new ones. Does someone call a member that hasn't shown up for a couple of meetings? Do we communicate well with our new members? Do we show them we are interested in their wants and needs? Does our club provide the activities that are needed to keep everyone's interest? These are all questions we should be asking ourselves.

The answer is easy. Yes, AACA can provide all of the activities and services any member could want. Moving forward, membership retention should be put near the top of our club's priority list. Let's make sure we give every single one of our members good reasons to stay.

## AACA COVID-19 Update

(Reprinted with permission from forums.AACA.org)

To our valued members:

The AACA and its affiliates are monitoring issues related to the coronavirus (COVID-19) as well as abiding by the CDC and other governmental agency recommendations. Our members are our utmost concern and we will make notifications as necessary should our events or operations be affected in any way.

AACA National Board of Directors







## EDITOR'S DESK

Doug Grosz and Ken Packard  
[traaca.mudflap@gmail.com](mailto:traaca.mudflap@gmail.com)

Well April has passed by and we enter May, but the Covid virus is still with us. I am sure that we are all looking forward to the time we can get together and enjoy one another's company and car shows.

Maybe you have been lucky enough to enjoy a drive in your car. Bill and I had the Packard out for a drive on March 29. After the drive, I did a short video walkabout of the Packard and posted it to the TRAACA Facebook page. Bob Stein also did a video walkabout that day of "Bella", his 1941 Packard. Maybe you could do a video of your car describing and showing the unique points of your car. Or you could take some pictures of your car, and talk to Ken or I and we could write an article about your car for the Mudflap. We would love to help you share the joy of your car or cars with the club. So please help us fill the Mudflap with interesting stories.

Looking forward, we can still be planning for future events. September of course will be our 47th Annual show at the Military Aviation Museum. I hope not only to see you there, but hope you volunteer. I have learned more about the different cars as a volunteer the last two years and look forward to volunteering again.

I want to thank our feature writers this month, Mark McAlpine, Samuel Kern, Bruce Sedel, and Terry Bond. Even though Mark's article is a reprint, it was new to me and definitely gives me a bucket list museum. Sam's article is a great insight into car history and how it affected a family. I also enjoyed learning about some of the history of Franklin cars. Bruce's article about Studebaker and his love for them because of his early experience with Studebaker and his grandfather. And Terry's article always teach me something new about collecting cars and car memorabilia. Each article represents a wonderful part of our hobby and I am thankful that they have shared their passion with us all.

Its sharing the stories of your car, car museums, and why we are so attracted to cars that will grow the car club and keep younger generations involved in the passion of car collecting. I watch my neighbor, who has a "tuner" car, and his friends with tuner cars that show up at his house. They definitely love to look at, modify, and talk about their cars. Although their cars are not AACA cars, I can appreciate their love of

cars. He has talked with my brother about the Packard when Bill has had it out in the driveway cleaning it. These are possibly future members of AACA because someday their cars will classify as antiques. There is a place for all of us collecting cars whether factory stock or modified.

Looking forward to seeing you all soon.



***TRAACA at the Opera—Opening Night of "Street Scenes" September 2018***  
***Ken Talley's 1939 Mercury; Bill Grosz' 1947 Packard; Bob Stein's 1949 MG TC; and Terry and Sue Bond's 1948 MG TC.***  
***Picture by Doug Grosz***

Doug



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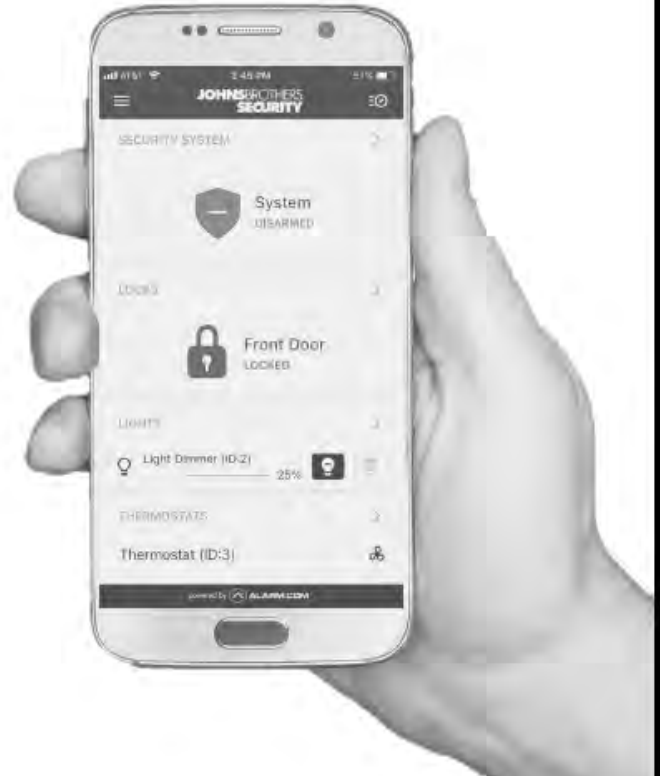
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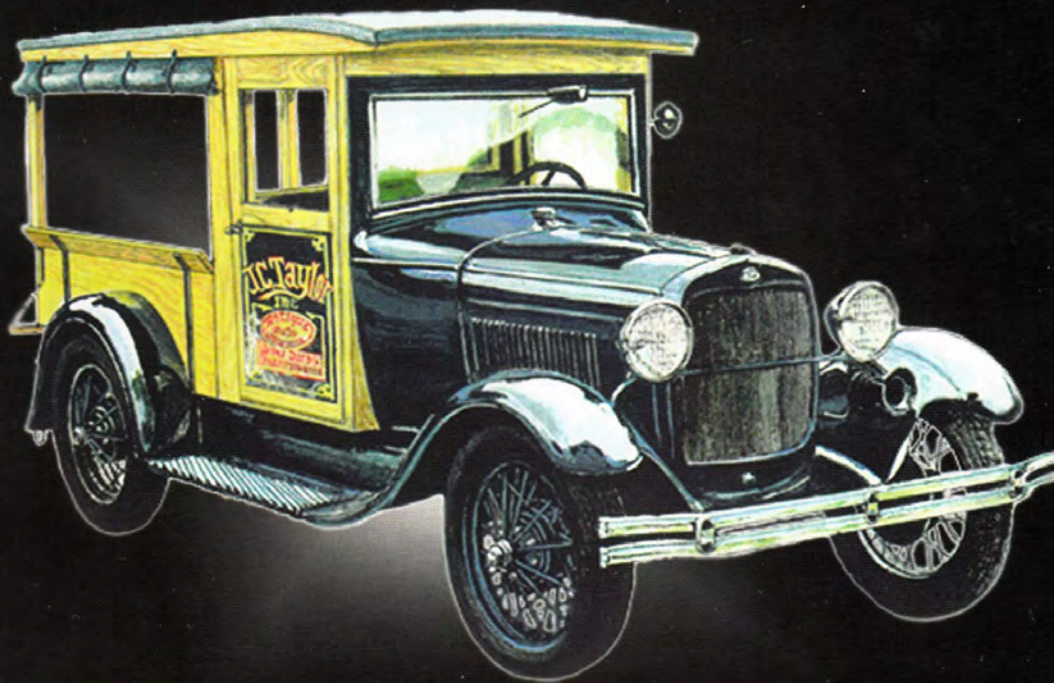


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**TRAACA *The Mudflap***  
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*A parting shot of the showroom floor of the ACD museum*