

The Mudflap

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

Volume 64, Issue 7

July 2020

Happy Fourth of July!!!

TRAACA at Doumars - text and photos by Bob Stein

We just managed to scrape up an activity for June, which was quite an accomplishment given the number of events cancelled due to the Covid virus. A dozen antique vehicles and nearly twice that in members showed up to enjoy Doumar's world-famous drive-in menu and ice cream treats. With seating space very limited, most of us chose to stand around outside and visit with old friends and admire 'new' old cars. Wes Neil has his newly-acquired 1971 Jeepster and Tim and Phyllis Hund had their 'new' 1950 Jeepster. Nick Smith drove his 1963 VW Bug, Mickey and Toni McChesney arrived in their 1984 Oldsmobile, Bill Treadwell had his 1969 Camaro out, Ken and Barbara Talley drove their 1957 Buick, Neil and Marty Sugermeyer made the trek in their 1995 Ford pickup, Bob Stein had his 1949 MG TC, and Larry Goughan drove his 1970 Challenger. Also in attendance (though in 'modern' iron) were Bob and Dot Parrish, Jerry Adams, Ron and Sally Hartman, and Wayne Milligan.



Bob Stein's 1949 MG TC



Ken and Barbara Talley's 1957 Buick alongside Bill Treadwell's 1969 Camaro.



TRAACA CALENDAR

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

JULY 2020

- ?? Square Car Tour (exact dates TBD)
- 9 TRAACA Board Meeting (location TBD)
- 11 ~~Nauticus/USS WISCONSIN tour and lunch (CANCELLED - reschedule TBD)~~
- 16 ~~Dinner Meeting (CANCELLED)~~
- 25 Doumar's

AUGUST 2020

- 1 TRAACA Judge's Training School
- 09 Portsmouth Naval Shipyard Museum Tour and lunch
- 13 TRAACA Board Meeting TBD
- 17 20 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)
- 29 Doumar's

SEPTEMBER 2020

- 10 TRAACA Board Meeting TBD
- 17 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)
- 19 TRAACA Annual Meet (Military Aviation Museum)

OCTOBER 2020

- 1 Board Meeting TBD
- 24 Chilli Cook-Off

NOVEMBER 2020

- 12 Board Meeting TBD
- 14-15 TRAACA tour to Eastern Shore of Maryland
- 19 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)

President's Podium

Wayne Milligan
TRAACA President
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Hello fellow Tidewater Region AACA members. I hope all are continuing to stay well and stay safe. Recently, I have been reflecting on what it means to be a member of the Tidewater Region. There are many national and local car clubs and several of our fellow TRAACA members belong to more than one club. Some of our members may view their membership in the Tidewater Region very much the same way they view their membership in any other car club. However, for many TRAACA members, belonging to the Tidewater Region feels 'different' – I sometimes hear the word "family" used when describing fellow TRAACA members. Many Tidewater Region members who have moved out of the Hampton Roads area have maintained their membership in the Club. There are members, including myself, who are second-generation TRAACA members and literally grew up around other Tidewater Region members. With membership in any organization, there is competition for time – is there ever enough hours in the day?! I think one reason the Tidewater Region has been so successful for so long is because the members are passionate about the Club. In many cases, members' commitment to the Club far outweighs their interest in the hobby. With that passion, sometimes there can be disagreement – just as siblings might disagree, so too can Club members. However, in the end, moving the Club forward for the betterment of the overall membership is what all of us should strive for. The Tidewater Region is made up of active and passionate members and I'm confident this Club will always remain a leading Region within the AACA.

Like many of you, the Board is anxious to begin resuming Club activities when we can do so safely. We plan to meet as a board on July 9th though the location will change. We are tentatively planning to move our board meetings to the Holiday Inn (where we have our dinner meetings – remember those?!) to allow for a little more spacing between members. We had a tour of Nauticus and the USS Wisconsin planned for July 11th with lunch to follow. However, after speaking with the museum and our own Dick Chipchak (who supports the museum and the USS Wisconsin tours), we are deferring this activity. We

will not host a dinner meeting in July. We are monitoring the State's guidelines and recommendations as well as communicating with the Holiday Inn. Returning to the hotel for dinner involves working through many logistics including staff availability (workers were furloughed), seating (eight per table will likely change), the use of masks for both staff and our members, availability of hand sanitizer, room size to allow for distancing, a buffet versus plated servings, etc. When we do begin to host dinner meetings again, please anticipate a very different experience for the foreseeable future. On July 25th we will gather at Doumar's and we're also hoping to hold a Square Car Tour sometime during July.

The Annual Meet committee is still working hard planning for what will certainly be a fantastic Meet on September 19th at the Military Aviation Museum. Volunteer opportunities for you remain! Please either contact the Meet Chairmen, any of the Leads, or Jim Villers or I to sign up

Again, I hope all remain well and safe and I look forward to seeing each of you very soon!

Warmest Regards,

Wayne Milligan

'20 Tidewater Region AACA President

2020 TRAACA Officers & Board

President - Wayne Milligan:
traacacontact@gmail.com
Vice President - Tim Hund:
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



From the Running Board

July 18, 2020 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

Officers Present: Wayne Milligan, Tim Hund, Ellen Adams, Bill Treadwell. Board Members present: Fred Cole, Doug Grosz, Dot Parrish. Club members present: Mark McAlpine, Marion McAlpine, Jerry Adams, Paul Fuqua, Bob Stein, Bob Parrish.

Quorum: Board Meeting called to order at 7:12 PM.

President: Thanked everyone for taking time to be here. This Board Meeting is ad hoc so thank you to all who came out to support.

New Business:

- Should the club consider applying for a 501(c)3?
 - Bob Stein offered his input that in the past 30 years with TRAACA, it's been researched twice by a group and has been determined both times it was not necessary. Although things may have changed, he wanted to share what has occurred in the club's history.
 - Bill shared the change to consider is the IRS Publication 1771 that came out in 2016 requiring any contribution in excess of \$250 to have a contemporaneous, written acknowledgement of the contribution from the recipient organization to be on file. If an individual or business was audited & an acknowledgement was not on file, the contribution would not be recognized as tax deductible. With any contribution, it's about whether or not the contributor believes their contribution to be a tax deductible contribution. This has become a recent issue for TRAACA in that the annual meet has set at partnership levels of up to \$500 or \$1,000 for 2019 and now as much as \$5,000 for 2020.
 - Paul shared becoming a 501(c)3 as a result of this year's annual meet isn't a good enough reasoning because partnerships are 100% deductible as an advertising expense. A charitable contribution is only 50% deductible. Also, for our annual meet, if it was determined to be a charitable contribution, a \$5,000 partner for the 2020 annual meet, would have to deduct the value of what they receive in return: \$1,000 in parking passes, \$20 flea market space, plus the amount for their advertisement (specific figure not available at this time). The club needs to determine where they want to go in the future. Does it want to be a social club, promote education, or possibly provide scholarships? How is it looking to grow as an organization? He proposed putting money back into education with scholarships to local schools.
 - Wayne supported Paul's statement about the annual meet shouldn't be the driving factor in becoming a 501(c)3. It would be beneficial to the donor. We've tried to incentivize members to participate more in activities by

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Editors: Doug Grosz and Ken Packard

C/O: Dawson's Accounting

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subsidizing those activities but the numbers still have remained about the same.

- Mark inquired as to the downside of moving forward to becoming a 501(c)3. What is the paperwork filing requirement? What are the costs involved? Have we asked any of our attorney members for their professional opinion?
- Ellen shared responses to some questions about costs, partially provided in Charlie's documents sent via Bill. The one-time fees are \$600 for filing a Form 1023 to become a 501(c)3 and \$81 for filing as a 501(c)3 in the state of Virginia, plus additional attorney fees if needed of up to approximately \$500. Charlie has offered for Dawson's Accounting to donate services to produce the club's Form 990 and annual audit each year. However, if the club needed to have another firm do the Form 990, it would be an expense of approximately \$600 annually.
- Jerry shared the club needs to determine their Mission Statement to determine the club's status moving forward. That mission or purpose would help clarify which tax status the club needs to move forward with. He recommended we have an independent 3rd party to analyze the club's status. Bob Stein supported Jerry's suggestion of doing so.
- Tim shared Terry Bond had sent him a suggestion to form a committee to research non-profit and not-for-profit status and propose a Mission Statement. Tim motioned to appoint a committee to investigate non-profit and non-for-profit status and propose a Mission Statement. The committee would be requested to report back by December. Fred seconded Tim's motion; however, Ellen suggested an amendment to Tim's motion to request the committee to report back by the October board meeting in an effort to have time to move forward with getting the membership to vote & provide input prior to year-end. Fred seconded Ellen's amended motion. All 7 board members present voted in favor.

Adjourned at 7:47pm. Next board meeting is 7:00pm Thursday, July 9th, location TBD.



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Here Come Da Judge! - and he's looking for a little help from you!

By Terry Bond and Travis Berry

Folks, we have a car show coming! Yes, we're all excited and, of course, anxious to get out with our cars and enjoy the time together just like we are used to – and have been missing so much!

This September, it's time for Tidewater Region to shine! The Annual Meet Team has never taken their foot off the gas pedal in planning for a great show this year, and a big part of that is our AACA Show field, and the judging that takes place.



Tidewater Region AACA is among the leaders in the old car hobby. We try to stay with tradition for cars entered into the AACA portion of our show, and a big part of that is the AACA style of classification and judging of those vehicles. It is our responsibility to introduce the many participants and spectators to AACA and the professionalism we are so well known for in the judging arena.

We need you to be a big part of that and join us for a great day helping to recognize accomplishment and award achievement for those vehicles taking part on the AACA judging field.

Judging can be such a rewarding part of your car show experience! You will be with a team of dedicated, highly regarded individuals who have tremendous judging background at our National events all across the country. Even if you've never judged before, you will be working with true mentors in the judging arena. They will guide you in your work that day and help make the task light and easy – and most of all --enjoyable.

Our Region has a long history of bringing members into the wonderful world of judging, and even at the National level, you'll find more Tidewater Region judges than from many other larger groups. And, they all got their start at our local fall show.

To show you what judging is about, and how it works at our local event this fall, we are going to have a Judges Seminar on August 1st at 1PM at the home of Dewey and Maxine Milligan, 2000 Shillelaqh Road, Chesapeake.



There will be a brief overview of the AACA Judging system, a descriptive session on how those basics are used at our event, and then some specific, hands-on training about what to look for.

Light refreshments will be served, and everyone is encouraged to attend. You do not need to commit to being a judge--just come on out to find out what it's all about.

Even if you've never judged before, you'll learn



something about how to prepare your own car. So, come out for the afternoon even if you are only thinking about getting involved and see what it's all about.

Please RSVP for the Judges Seminar on August 1st by contacting either one of us:

Chief Judge:

Terry Bond

terryaaca@cox.net – 757-403-4614

Assistant Chief Judge

Travis Berry

travis.berry.mail@gmail.com – 757-536-1214





Still Collecting

Time to Wave Your Flag!

By Terry Bond

With the Fourth of July fast approaching, it's time to wave your flag, and that thought inspired this month's article.

Collecting flags, pennants, and banners is something that can satisfy even the beginning collector. Strings of advertising flags left-over from gas station specials and local celebrations sponsored by car dealerships can help you decorate your garage quickly. You see miles of them at every event used for crowd control and to mark off areas for traffic control. After the event, most of them go straight into the trash! I've saved strings of little flags advertising everything from tires to motor oil, and some of it comes from events like the vintage races at Watkins Glen, where we hauled the MG TC a couple of years ago and got to run the old course through the village.

Stepping back in time to the earliest days of the automobile, flags, pennants and banners were used at automobile shows, at dealerships when new models were introduced, and also decorating cars used in parades and on tours. Collecting them is not so easy as pulling them from the trash can like you can today when the event is over.

The vast majority of early automotive related flags and pennants were made of felt. Flags and banners for your favorite team, college, fraternity, or souvenirs from the zoo or amusement park are from the



A selection of small felt advertising pennants recently advertised for sale.

same print shops. They are usually done on felt using silkscreen technology. They were simple and inexpensive advertising items in their day, and there were a lot of them around.

Felt pennants and flags came in all sizes. Easiest to find are the small felt pennants used at car dealerships and at automobile shows. These are the focus of my collection. They were often pinned to the jacket of staff or sales personnel, and some were given away to spectators. They measure from approximately 4" in length to 6 or 7". The printing is silkscreened on the felt and becomes fragile with age, flaking easily if the pennant is folded. They were pretty much standard fare at automobile shows and expositions from the early 1900s right up to the 1950s. They were usually printed with just the name of the car and a brief thematic logo. They were often printed by individual auto dealerships using local resources so tremendous



An early Hudson automobile decorated with Hudson advertising pennants, no doubt ready for a parade.



Variety of small felt advertising pennants.

variations can be found. They were also printed in large quantities making it easier for collectors today.



A group of small pennants from my collection. These are displayed in a small glass top end-table that was purchased at a thrift store for \$20.

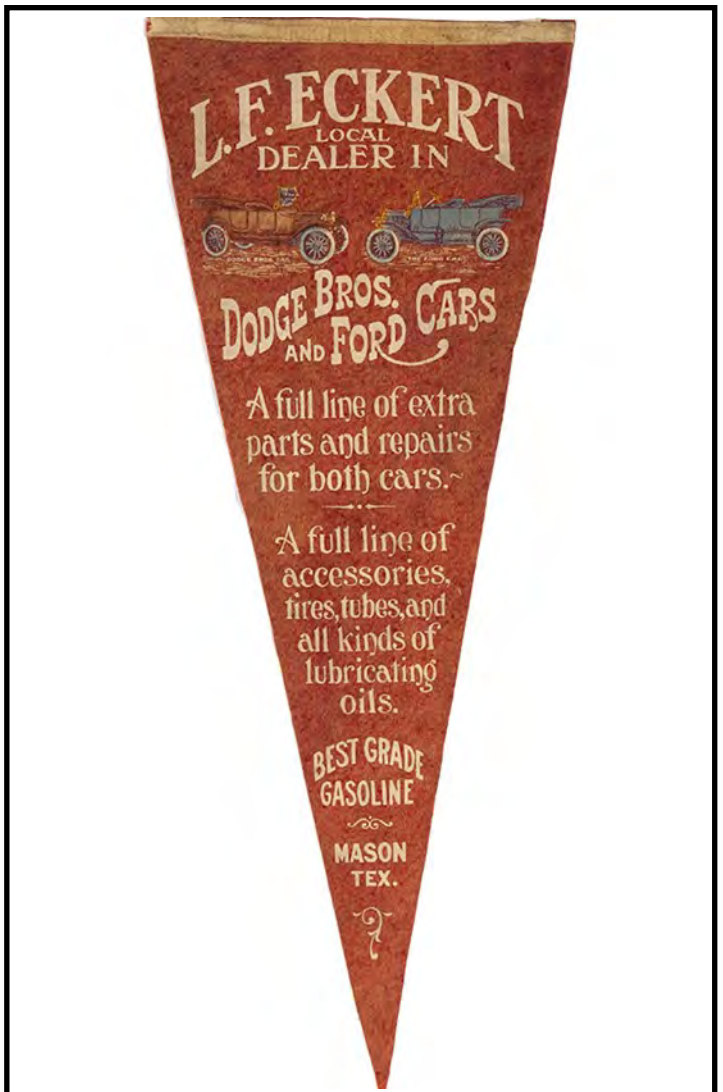
Larger sized banners and flags are much more difficult to find. They were not given out as souvenirs but were hung in showroom windows or on display stands at those big automobile shows. Some were actually hung on vehicles themselves while on long



This collection of small sized Studebaker pennants sold for \$100 at auction several years ago.

tours and endurance runs. Another kind of event that is still popular today is a parade. Automobiles were often well decorated and carried dignitaries, much the same as is done today with more modern vehicles. Even today, the cars are often decorated with signs and banners advertising the automobile brand or dealership. These larger sized pennants will measure from approximately 2 to 3 feet in length or more.

Banners advertising cars like Overland, Packard, Cadillac, Pierce Arrow, etc are in big demand among car collectors as well as automobilia enthusiasts.



Fantastic large size early Ford advertising felt pennant produced for display at an automobile show.

They can get expensive, from \$150 for the most commonly known vehicles to several hundred for, more obscure makes.



Large sized Overland pennant advertised advertised for sale recently at \$150, a reasonable price.

Banners and flags used at historic early events such as the earliest Indianapolis 500 races are at the top of the mountain in terms of desirability and value. Those that are dated and were designed for specific events are the most sought after. These banners are usually in the larger size. There will be a future article on Indy 500 items.



Early large sized Cadillac felt pennant recently advertised for sale at nearly \$500. (In my opinion, it's about \$200 overpriced!)



This rare event-specific Vanderbilt Cup Race pennant sold recently for over \$1000.

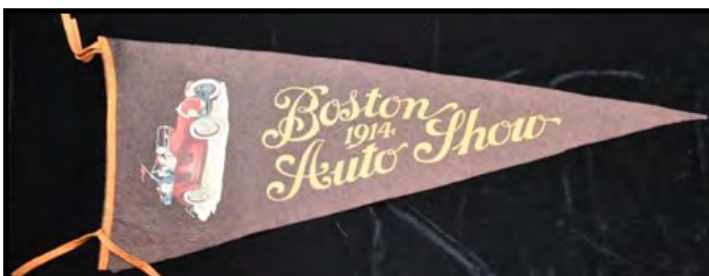


Nice early large sized Pierce Arrow felt pennant recently advertised for sale at nearly \$500. (In my opinion, it's about \$100 overpriced!)



A more generic souvenir from Speedway Indians, where the Indianapolis Speedway is located.

Banners for early automobile shows can also be found. These come in all sizes and when specifically dated, command highest prices.



1914 large sized felt pennant advertising the Boston Auto Show.

There are so many ways to collect flags, pennants and banners – use your imagination! I have a friend in New York who collects felt banners from now defunct automobile museums. They are easily found for sale on eBay.

These items can be found in antique markets everywhere. I have purchased them in up-scale shops,

antique malls, flea markets, and of course automobile swap meets. Since they were take-away souvenirs, travelers carried the all across the country. Online resources are also good and as of now, there are no known reproductions.

Like everything else, condition is everything. The felt has proven to be great food for moths and others insects so many suffer from damage due to poor storage. If they have been folded, they can be laid out flat, misted with clean water on the back-side and even ironed with a cool iron if needed. Do not attempt to iron the front as you may damage the printing on them. If you are unsure how to straighten one out, simply lay it flat on a clean towel and lay another one over it with a weight on top. After a few days it should be just fine.

They can be framed or laid flat, but do not put them where they might be exposed to bright sunshine or the colors will quickly fade.



Small felt advertising pennant from the still open Car and Carriage Caravan Museum at Luray Va. Note the unusual application of a date.

Most of the small sized pennants sell between \$35 - \$75, depending on how rare the car advertised is. Very rare cars, or pennants with fancy logos will command more, but the vast majority sell well under the \$75 mark.

As always, happy collecting, and I do hope we'll once again be on the road exploring those antique shops and flea markets soon!

Terry



Not Quite Locked Down – Bringing a Ranchero Home

Story and Photos by Bob Stein

It's all Chip's fault.

I saw a decent looking 1978 Ford Ranchero on Craigslist back in February for \$5500 with 57K original miles, running well, solid body. I was mildly interested because you don't see many Rancheros, especially the later ones. I kept watching the price drop over time until it was advertised for \$3000 including the factory camper top. Of course, It was silly to even consider buying a car - this was the end of April, it was pouring rain, DMV was shut down, people were already in lockdown mode, and I had plenty of car projects to keep me busy.

And also, of course, I still had the 'urge.' I called my best bud Chip to get talked out of even taking a look. "Oh, that red and white one? I've been watching that, too." No help at all. The car was located just a few miles from the house, so after torrential rains had let up to occasional drizzle, I had to make an inspection. The 1978 Ranchero was next to last in the series that started in 1957. Ford's 'Ute' started off with the full-size sedan front, then dropped to the Falcon in 1960, switching up to the Fairlane in the late 1960s, and eventually moving back up to the LTD II/Thunderbird platform for the last few years.

That translated to several things – the last Ranche-

ros were big cars. And they were... um... not pretty. Suffice to say the design team was probably sold off to Pontiac to eventually come up with the Aztec. However, the Ranchero was somewhat rare, remarkably solid for the period, had new tires and new-looking factory sport wheels, and was unmolested and complete. This was all determined in a spot check before the owner even got home. In the rain.

After checking on parts availability online, I went back after dinner for an in-depth look where I could open doors and the hood and maybe drive the car. The 302's choke was not cooperative, but once the car warmed up it ran great and shifted well. Lots of small things were wrong – an exhaust leak, weak brakes, bad paint, a broken wiper arm showed up during my in-depth inspection. On the plus side, there was almost no evidence of rust, the bed was very clean and dent-free, and other than a chrome air cleaner, had everything present in the engine bay.

We probably looked like bandits trying to rob each other in our face masks – come to think of it, he was selling a used car and I was looking to buy it, so... I did gather that he had bought the car just the month before to turn it around quick and been overwhelmed by the problems. As I tried to decide if I really wanted to bring yet another car project home, he offered it





to me for \$2300. While I would like to say that I weakened only then, I had brought the cash with me. Thirty minutes later it was sitting on the pad next to my garage. The camper top was still at the previous owner's shop in Portsmouth but was available for pickup.

It took a couple of days for the rain to stop and allow me to get a good look underneath. Yeah, I bought a late 1970s car without checking for hidden rot. It had been parked in wet grass and mud when I looked at it and I had taken something of a chance. However, the underside was terrific - no rust at all, a newer exhaust system, air shocks, and a leak-free rear axle.

It only took a few days to sort out most of the small things - a new dimmer switch and some bulbs got the headlights all working, and a couple of bad bulbs in the back had to be replaced. Turn signal and brake light problems turned out to be nothing more than bad flasher cans. I was able to repair the broken wiper arm, and a new fuse which brought the oil and brake warning lights to life. There were a couple of old cans of R-12 in the garage, which got the compressor turning smoothly and it is holding a charge a month later. The exhaust leak turned out to be the right-side donut (after an amazingly



easy replacement of the manifold gasket).

Over the past few weeks, I've installed all new locks, started on replacement of the rear brakes and master cylinder, located a replacement for the battered steering wheel for \$20, and tracked down a coolant leak to the engine coolant bypass hose. And of course, bought the factory shop manuals, owner's manual, sales literature, options brochure, etc.

I was lucky enough to get a DMV appointment for Thursday, June 4th, so the title and tags will be set up soon. The car is already insured, so by the time I can put her tags on the Rancher should be ready for the road. Well, at least drivable. If I don't; spend too much time on one of the other projects before then.



Gilmore Car Museum—Part 1 Hickory Corners, MI



Story by Marion McAlpine. Photos by Mark McAlpine.



If you have never been to Hickory Corners, MI, you've missed out on an opportunity to see one of the best antique car museums in the country. The Gilmore Car Museum is situated on 90 acres of well-landscaped property in Hickory Corners, about 20 minutes west of Battle Creek, MI (home of Kellogg's Cereal). According to its website, the Gilmore Car Museum officially opened to the public on July 31, 1966. Mark & I have visited the Gilmore Car Museum on several occasions, the last time being two years ago (and we were surprised to see a muscle car special exhibit including a 1969 Ford Mustang 429 Super Cobra Jet owned by our friends Scott & Lisa Pickard).

The Gilmore Car Museum continues to grow, currently with nine buildings of antique vehicles. The Heritage Center Main Gallery houses the Gilmore collection, special exhibits, and a gift shop. The Classic Car Club of America (CCCA) Museum, Pierce-Arrow Museum, H.H. Franklin Collection, Model A Ford Museum, Cadillac-LaSalle Club, Lincoln Motor Car Heritage Museum, Pedal Car Museum, and Motorcycle Museum

are located in buildings strategically spaced around the grounds. The Auto Mascots and Hood Ornament Collection is displayed in ornate glass cabinets in the Compania Barn, (alongside the CCCA Museum collection). This article is the first in a series and provides an overview of the Gilmore Car Museum. There will be future articles on some of the individual collections.

Also located on the Gilmore Car Museum premises is a replica of a train depot and a 1930's Shell service station (complete with a car lift and vintage gas pumps). The Shell service station is often used as a backdrop for people taking photos with their antique cars.

If you get hungry, George & Sally's Blue Moon Diner serves hamburgers, hot dogs, and hand-scooped ice cream. The people working at the diner are dressed in "Soda Fountain" style attire. The diner, which had several names through the years, was originally built in 1941 and was located in Meriden, CT. The diner was removed from Connecticut, restored in Cleveland, OH, and donated to the Gilmore Car Museum in 2004. The parking area in front of the diner is used for cruise-ins on a weekly basis during the summers.

Some exciting news (at least for us muscle car fans) is that the Gilmore Car Museum is planning to open the Gilmore Muscle Car Museum in 2021. According to the website, the muscle car museum will display 25,000 sq. ft. of 1960's and 1970's muscle cars, including 3,000 sq. ft. of changing exhibits. The museum will have a replica automobile dealership and vintage speed shop. If you check out the Gilmore Car Museum website (www.gilmorecarmuseum.org), you can get a glimpse of the proposed muscle car museum and the layout of the Gilmore Car Museum campus.

Put the Gilmore Car Museum on your bucket list—you will not be disappointed. Mark & I hope to visit many more times in the future. Enjoy the photos, and look for future *Mudflap* articles on the many individual collections.



The Gilmore Heritage Center—the entrance to the Gilmore Car Museum complex



1965 Pontiac GTO in the museum's Muscle Car special exhibit



1965 Plymouth Belvedere I factory lightweight Super Stock car



1966 Oldsmobile 442 W-30 Holiday Coupe



1967 Ford Shelby GT-500 in the Muscle Car special exhibit



(L-R) 1970 Chevrolet Chevelle SS-454 & 1969 AMC AMX



(L-R) 1970 Ford Torino 429 Cobra Jet & 1970 Dodge Super Bee



1971 Plymouth Cuda



1974 Oldsmobile W-30 Hurst



A display representing the “great exodus” of farm families during the 1930s from the devastated Midwest to the promise of a better life on the West Coast



(L-R) 1923 Barley & 1924 Barley 5-passenger touring cars—the only 2 known to survive. The 1924 is an unrestored survivor rescued in 2004.



1930 Packard Custom Eight Phaeton



A recreation of an early 1930's Shell service station



1931 Buick Victoria Coupe



1932 DeSoto Standard SC 2-door Brougham



1932 Hupmobile Series B-216 Roadster



1934 Auburn Cabriolet with rumble seat



1934 Ford Station Wagon



1937 Studebaker Coupe Express



George & Sally's Blue Moon Diner—a 1941 diner—was a landmark in Meriden, CT, before moving to the Gilmore Car Museum in 2004



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in July

Dickie & Becky Clifton
 Jim & Donna Elliott
 George & Sheila Gurnee
 William Hampton & Carlane Pittman-Hampton
 Tony & Leslie Scarpelli
 Vito & Nina Serrone
 Jim & Betty Villers
 Gregg & Candice Warden

Members celebrating birthdays in July

Mark Anthony
 Dorothy "Dot" Burr
 Jack Burroughs
 Linda Cooper
 Thomas England
 Nancy Garnett
 James Gregg
 Douglas Grosz
 Chuck Handle
 Daniel Hawk
 Jon Hunger
 Bob Kinker
 Frank Lagana
 Marion McAlpine
 Joanne McKain
 Diane Monroe
 Sylvia Roughton
 Bill Saddler
 Leslie Scarpelli
 Tony Scarpelli
 Nina Serrone
 Harold Via, Jr.
 Betty Villers
 Timothy Warden

DOWN THE ROAD

Other Regional and Local Events

JULY 2020

- 5 Richmond Region Independence Day Picnic
- 11 Chesapeake Region Car Show, Lutherville, MD

AUGUST 2020

- 1 30th Annual Zooland Antique Car Show, Ashboro, NC
- 15 ~~Khediye Show and Shine Craft Show, Chesapeake, VA (Cancelled)~~
- 16 1st Annual Breakthrough Car Show—Petersburg, VA
- 15 CCCC Memorial Day Car Show—Yorktown, VA

SEPTEMBER 2020

- 19 45th Edgar Rohr Memorial Car Meet, Manassas, VA

OCTOBER 2020

- 23-25 ODMA Tour of Shenandoah Valley Region

NOVEMBER 2020

- 6-7 ODMA Meet hosted by Roanoke Valle Region, Natural Bridge Conv. Center

Dinner Meeting Corner

Chief Contact: Skip Patnode

We hope to resume this month!

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 or (757) 672-8495. Thank you for your cooperation!

Sunshine Report

Our thoughts & prayers go out to the following members: **None!**

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

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.



Latest News on New AACA HQ

(Reprinted w/permission from
AACA Speedster, June 2020)

Construction in moving right along. Here is a list of items that have happened over the last month:

- We have a new roof.
- The HVAC systems are in place and sealed. There are also the coolest pads with the Firestone logo to walk on as paths to the HVAC units.
- Two of the electrical panels are wired up.
- The elevator shaft has been waterproofed.
- New plumbing has been installed in the downstairs bathrooms.
- Huge steel beams for the roof and for the upstairs lobby have gone in, as well as the wind shear cross bracing.
- Insulation and drywall are going up everywhere inside.
- The walls have gone up on the first floor and the offices are laid out.
- A furniture supplier has been chosen and met with the staff to get their input on their office setups.
- The front vestibule concrete pad and portico steel is almost done.
- The excavators are working full force digging the drainage and water lines. Next they will be grading for the new driveway, turnaround and retention wall.



The staff has been working exceptionally hard with a lot of stress and tough physical work trying to get us out of our current building. We have filled more storage areas that we care to count. Everything went well with the closing on our current building last week, and most of the team is now sharing space in the library and/or continuing to work from home.

We are looking very forward to the day when we can welcome all of you into your new beautiful AACA National Headquarters.

REMINDER: If you haven't made a donation to the AACA Building Fund yet, it's not too late. Every dollar helps! For information on how to donate, visit capitalcampaign.aaca.com or just call AACA National HQ at 717-534-1910.



AACA Calendar of Events

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

JULY 2020

**19-24 AACA Reliability Tour
Lock Haven, PA CANCELLED**

AUGUST 2020

**12-15 Eastern Divisional Tour
Eastern Shore of Maryland
CANCELLED**

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

**20-21 2020 AACA Grand Nationals
Allentown, PA
RESCHEDULED from July**

SEPTEMBER 2020

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

OCTOBER 2020

**7-9 AACA Hershey Swap Meet/
Car Corral, Hershey, PA
CANCELLED**

**9-10 AACA Eastern Fall Nationals
Hershey, PA (show only)**

**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**

**20-23 AACA SE Divisional Tour
Central Florida**

MAY 2021

**6-8 AACA Central Spring Nat'ls
Auburn, IN**

**20-25 AACA Founders Tour
Davis, WV**

JUNE 2021

**17-19 AACA Eastern Spring Nat'ls
Saratoga Springs, NY**

JULY 2021

**11-16 AACA Vintage Tour
Lock Haven/Wellsboro, PA**

**22-24 AACA Grand Nationals
New Ulm, MN**

AUGUST 2021

**20-21 AACA Western Fall Nationals
Loveland, CO**



EDITOR'S DESK

Doug Grosz and Ken Packard
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Welcome to July! Normally by now we are in the midst of car show season, but this year has been different. Normally 2020 means perfect vision, but I don't think anyone saw this year being so different.. But I do see that things are improving.

Looking at the AACA calendar, you will see that there has been a few more cancellations including the Glidden Tour, but as of now the Grand National at Allentown is still on, just in August instead of July. Please make sure to check the AACA webpage and calendar for changes in the events.

As we now know, Virginia is going into Phase 3 on July 3, according to our Governor. But we still have social distancing and the mask mandate. As you saw in the President's message, we will not be having a dinner for the month of July. As Wayne explained, we have to work with the hotel and make sure we are meeting all the Governor's mandates for groups getting together. I am really looking forward to when we can meet again for dinner and to socialize with each of you.

Unlike Ken, Bill and I have not had much of a chance to work on the Packard. He has been busy with work, so we haven't even had a chance to drive the car much in the last month. We did have an interesting problem show up the last time we had it out for a drive in May.

After driving for a while and well warmed up, the Packard did not want to smoothly shift between the gears. We got it home and pulled into the driveway and I went to put it into neutral while he opened the garage door. When I released the clutch, the car jumped in gear! It ended up that the Packard was stuck in reverse. I tried depressing the clutch and changing the gears, but the shifter linkage would not move. We chocked the wheels and shut the car off, and Bill started checking the clutch pedal and looking underneath the car.

After half an hour of trying things with no luck, a neighbor stopped by and was commenting on how beautiful the car was. We described the problem we were having and he said he thought he might know

what it was and crawled under the car. After looking at it, he was able to move the shifter linkage with the transmission and free it up so the car would shift and we could get it into the garage.

This gave Bill time to research and find that the linkage can jam at times. His research found that this is a known problem of these Packards all the way back to the manufacture bulletins. One of the recommended fixes is to make sure to shift crisply with very direct motions instead of the flowing motions I have been using.

We are still researching to see what else can be done to make sure we don't have the same problem, but at least now we know what the fix is if the linkage does jam again. Of course we welcome any help for anyone that has experienced this problem, before.

I am looking forward to our car show in September with anticipation, as I am sure you are too. Hopefully you have checked out Terry's article about judging. Bill and I both judged last year and we are going to do so again this year. (Terry you can add Bill and I to the judge's meeting in August.) I know that there are many ways to volunteer for the show, and I have found it an enjoyable way to talk with many of the different participants and see the show in a new way. Hope you will volunteer and join us.

Make sure to check out the calendar on the TRAACA webpage and the Mudspeck to keep up to date on the events.

I can't wait to see you again, and please be safe and take time to enjoy your family and your cars.

Doug





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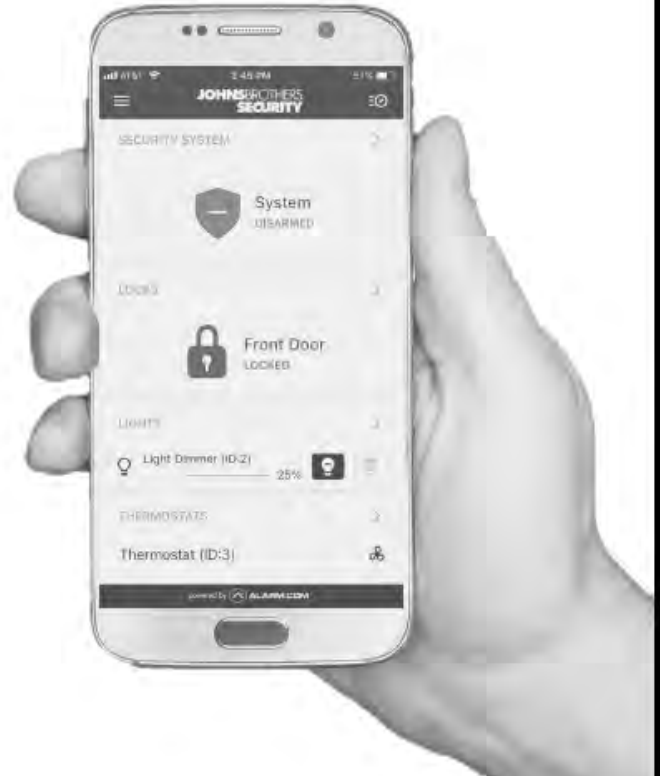
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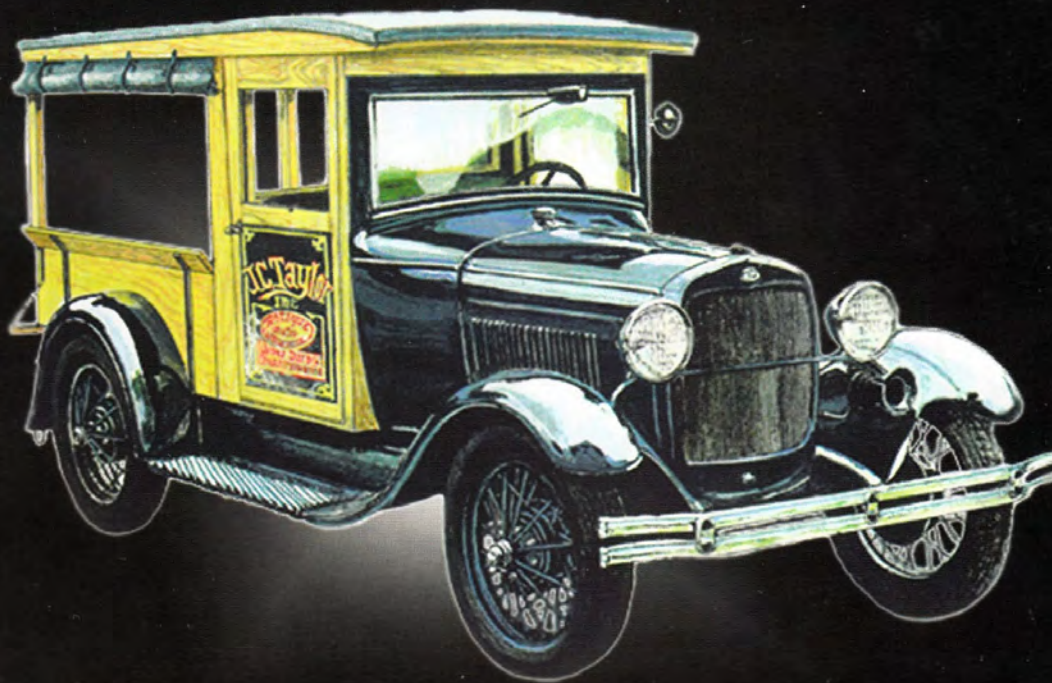
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