

*70<sup>th</sup> Anniversary*

# The Mudflap



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

Volume 71, Issue 7

July 2025



## Why Do I Love My 1961 Mercedes-Benz 190SL?

**Jim Villers**

My 190SL has been a part of my life for the past 53 years. I bought it in 1972 as a young Naval Officer stationed in San Diego who needed a car to commute to work. Other officers were buying

the new Datsun 240Z which cost more that I could afford. So, I began looking for a two seat sports cars with roll up windows. After driving many cars, I finally spent \$1,800 on a "nice" 1961 190SL named Mercy. The "nice" meant that I needed to have the front seats upholstered and have the engine head rebuilt. Since it was a European car, I also needed to update its lights to acquire a Naval Base permit to drive onto the base.

I enjoyed the car from the beginning. My wife and I drove Mercy on camping trips in the San Bernardino Mountains and toured interesting Southern California locations. We drove Mercy across country to my next duty station with our three month-old baby girl behind the front seats in a bassinet. As my family grew and the Navy moved us around, it was always my daily driver. When stationed overseas, the car spent two years in a Pennsylvania barn.



My family enjoyed Sunday drives in Mercy with our two young children sitting behind the front seats and we would play "the talking car game"; the kids would ask Mercy a question and she would answer with one engine rev for "no" and two engine revs for "yes". The metal grate bridge that we often drove over was known as the "singing bridge". My grown children still keep those fond memories of Sunday drives.

After moving to Cleveland Ohio, I realized that I could no longer commute to work in Mercy on the salted winter roads so she was retired to the garage as a spare car. Fortunately, my first wife insisted that I not sell her.

After my divorce, my 190SL became a more important part of my life. When I arrived at my current wife's home for our first date, I drove Mercy with the top down in December. She remembers that I suggested that she might like a scarf for the drive to the restaurant. She "passed" and she has always enjoyed riding in Mercy.

In 1988, I met another 190SL owner who introduced me to two car clubs, the Mercedes-Benz Club of America (MBCA) and the International 190SL Group. This began my active involvement in car clubs and my understanding of the

wonderful benefits of clubs; they are an introduction to interesting people and an invitation to enjoyable experiences.



In 1997, we drove Mercy from our home in Virginia Beach to a 190SL Group clam bake outside Boston, MA and we made several lasting friendships. In 1998, we attended our first 190SL Group convention in Pinehurst, NC, a two day event of eating well and driving tours with stops at several unique pottery studios in the area. We were immediately welcomed by the membership and we have attended every Group convention for the past 26 years.



The years have gone quickly as we have driven Mercy to 190SL Group Conventions in Niagara on the Lake, Canada, Minneapolis, MN and Leadville, CO. Driving to Sonoma, CA was our first of three cross country drives and there were shorter drives to Yellowstone, WY, Punta Gorda, FL and Fredericksburg, TX. What fun, driving new roads, meeting new people and experiencing the best that our country offers. This was all

made possible by our then forty-year-old car and a club of members who love the 190SL.



In the early nineties, I was welcomed by the local MG car club and they accepted my Mercedes as if it was an MG. Our involvement in car culture expanded as I bought an MG; and then another Mercedes, and then a Porsche. Mercy was always first in my heart.

With more cars, I joined another car club, the Tidewater Region of the Antique Automobile Club of America (TRAACA) and again found new friends and a wider scope of activities, including the restoration and showing of vehicles for multiple awards.

During the first 45 years, Mercy was always maintained in an attractive driving condition and it was driven everywhere. I described her as "never being out of condition". Much of her original leather interior was still very presentable even though her engine had been rebuilt twice. In 2015, after restoring other cars, I decided that it was Mercy's time to be restored. She was totally disassembled, the body was sent out for some rust removal and a pristine coat of paint; all chrome items were sent to Ohio to be refinished and a new leather interior was installed by a skilled local craftsman. The engine was rebuilt once again and all of the engine fittings correctly plated.

Fully restored, Mercy was beautiful and she quickly brought home many show awards and honors, including an AACA Grand National award and an invitation to the Hilton Head Concours. After the thrill of showing Mercy, it was

time to return Mercy to the car that I loved, an attractive reliable car that we can drive and enjoy on club tours or long trips. So modern tires and bright headlights were installed in addition to the comforts of a modern radio with satellite capability. My final enhancement was an electronic fuel injection system that was concealed in classic components. Mercy was once again, my favorite car to drive.



I cannot express it enough; it is not the cars it is the people that make loving cars fun. Gathering with friends, sharing your stories of mechanical failures or the joy of your latest driving tour, is the car culture. That is why I love my Mercedes-Benz 190SL.



THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America.

Editors: Terry and Susan Bond  
Reporters: Aubrey Austin, Rick Seaman,  
Bob & Dot Parrish  
Reporter and Photographer: Bob Stein

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## Ramblings from the President

What do I get for my Tidewater Region dues? That question was posed recently at a Board meeting where we were opening a discussion for raising dues. First, or maybe second, you get the *Mudlap* and, if you have email, the weekly *Mud Speck*. There you get articles on all sorts of automobilia, the calendars full of dates for AACA and local events, and the names of other members sharing their stories or celebrating life's events.

Maybe you were invited to Tidewater by a neighbor or friend who shared your interest in cars. Maybe you joined national AACA and someone there told you to check out Tidewater Region. However you got here, it has been said that we come together for the cars and stay for the people. We have many members who collectively own a great variety of automobiles.

Do you have a question that needs to be answered by someone else with the same interests? Maybe you can get an answer by attending an event, a dinner meeting, or just getting someone else to bring your question forward. I know, right now I need someone wanting to know more about Chevrolet manual transmissions or just wanting to learn with me. First, I need a lift, more on that later.

Are you happy with the activities on our calendar? Maybe you remember an activity the club used to do that needs to be tried again.

We need a new activities coordinator to lead the way, but maybe you have time to be on the committee or to get your ideas heard. Again, we, the Executive Board and other active members, need to hear your thoughts.

So that is part of what you get for your dues - newsletters, friendships, and the collective support of our many active members.

Time flies as I plan for my next AACA adventure. The Eastern Grand National is this month in Dayton, Ohio, July 24 - 26. Our annual show will be right here in Norfolk on September 13th. I hope that each member can include a day or two sharing the automotive hobby in a busy summer schedule.

It must have been that busy schedule to keep members away from our June dinner meeting. Was it the lack of a guest speaker? Either way, I was less than enthusiastic when only 25 members came to hear where we are and where we are going.

I am still one of many looking for someone to take over the reins of the *Mudflap*. You do not have to write it. Oh, yes, and an activities coordinator and someone with an interest in souvenirs and apparel.

We come for the cars but need active volunteers.

Enjoy the hobby! Hoping to see many members at events soon.

Bill Treadwell  
TRAACA President



### 2025 TRAACA Officers & Board

President - Bill Treadwell  
tbears3@verizon.net

Vice President - Harry Park  
harrygpark@yahoo.com

Secretary - Nick Smith

Treasurer - Chris Ciccone

Board - Bill Coburn

Board - Mike Haag

Board - Hilary Pavlidis

Board - Rick Seaman

President Emeritus—Tim Hund

# TRAACA MEMBER'S PAGE

## July Anniversaries

Cheryl & Craig Casper  
Becky & Dickey Clifton  
Donna & Jim Elliott  
Leslie & Anthony Scarpelli  
Betty & Jim Villers  
Becky & James Woodall  
Susan & Bob Woolfitt



## August Anniversaries

Kimberly & Travis Berry  
Susan & Terry Bond  
Liz & Bill Coburn  
Terry & Dave Cook  
Kelly & Scott Dayton  
Jan & Preston Garner  
Charline & Joe Geib  
Phylis & Tim Hund  
Bette & Kit Lawrence  
Cathy & Scott Miller  
Dot & Bob Parrish



## August Birthdays

Mary Ann Blair  
Mary-Ellen Bos-  
tjancic  
Curtis Cook  
Dave Cook  
Sheryl Cook  
Terry Cook  
Jim Elliott  
Matthew Gresalfi  
Bob Gurnee  
Gregory Logan  
Alfonso Ludovici  
Sharon Mercer  
Maxine Milligan  
Carol Milligan  
Wayne Milligan  
Ed Monroe  
Deborah Mumford  
Jessica Packard  
Bob Parrish  
Bob Powell  
Myrna Robson  
Dwight Schaubach  
Dennis Sobota  
Sigur Whitaker  
Becky Woodall

## Welcome to our New Members!

Gary & Andrea (Andy) Grindrod

## July Birthdays

Angela Brown  
Craig Casper  
Lesley Chapman  
Brian Coombe  
Linda Cooper  
Thomas England  
Douglas Grosz  
Roger Gwinn  
Joh Hunger  
Robert Kinker  
Debbie Meadows  
Danial Rast  
Sylvia Roughton  
Anthony Scarpelli  
Leslie Scarpelli  
James Stansbury  
Harold Via  
Betty Villers

## Dinner Meeting Corner

Chief Contact: Skip Patnode

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



## July 2025 Dinner Meeting The Cars Made in Scotland

Terry Bond

Yes, Scotland was home to dozens of early automobile manufacturing companies. Join us for a look at some of the most interesting automobiles you never knew were even built.

Scotland - full of castles, echoes of bagpipes in the glens, the sweet smells of heather and Whisky on the hillside, and a legacy of industrial engineering as strong as any other place in the world. Scotland is much more than Braveheart, and Nessie!

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### From the Editor's keyboard

Terry & Susan Bond

The heat of an early summer can certainly dull one's enthusiasm for driving around in old cars without air conditioning! Still, we've managed to put some miles on some of our vehicles and have enjoyed the company of fellow TRAACA members in the process.

We've traveled to events far and wide but are always ready for ice cream along the way, or to soak up some cool air in an air conditioned restaurant, antique mall, or a historic site.

Although our travel certainly impacts timeliness on our newsletter to an extent, we are working hard to get monthly issues out in the month they are supposed to be in. Helping us are a number of club members who are keeping everyone informed about all the adventures. Their articles and photos are much appreciated by everyone and it certainly makes our job as editors much easier. It should be obvious by now you'll enjoy the hobby more if you tag along. So, join us on the next journey to somewhere — whether it's breakfast together at Hot Rodder's Café, or on the backroads to the next car show, you'll have a blast with your old car and your old car friends.

Where will you be going next? Wherever it is, it's an opportunity to make some memories and have some fun. Just remember to take a few photos you can share with us.

See you on the road!



### TRAACA Calendar

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

#### July

17 Dinner Meeting, 6:00pm, Holiday Inn Convention Center, Greenwich Road, Virginia Beach

#### August

21 Dinner Meeting, 6:00pm, Holiday Inn Convention Center, Greenwich Road, Virginia Beach

### National AACA 2025 Event Calendar

#### JULY

24-26 Grand National/Zenith, Dayton OH

#### AUGUST

12-15 Eastern Divisional Tour, Northern ME

#### SEPTEMBER

7-12 Revival AAA Glidden Tour®,  
Owensboro KY

#### OCTOBER

7-10 Eastern Fall Meet, Hershey PA  
18-22 Central Divisional Tour, San Antonio to  
Gonzales TX  
22-25 Central Fall National, Galveston TX

**For a complete list of local events, visit  
[www.ccchr.org](http://www.ccchr.org), the Car Club Council of  
Hampton Roads**

# TRAACA trip to the Jefcoat Museum Murfreesboro, North Carolina June 7, 2025

## Sandy Hall

Well, the weatherman threatened storms with hail the entire week before the tour, but on Saturday morning there was no rain and no hail. We all gathered at Walmart at Grassfield and after a briefing from our leader, Dot Parrish, we were off for a leisurely scenic drive through the Dismal Swamp. When we got to the museum, we were split into two groups.



*Meeting at Grassfield*



*Dismal Swamp Canal Welcome Center*





*The Museum*



Mr. Jefcoat was quite the collector. I don't think he had a special anything he liked to collect....he just like to collect EVERYTHING. And I mean everything.



He collected musical instruments as well as old Victrolas. I think I saw Nipper standing looking into one of them. There were small items such as



salt & pepper shakers as well as large kitchen appliances and washing machines not, to mention a variety of large and small bedpans.

I think I was most fascinated by the hunt room where he collected (I am not sure if he hunted these animals or just collected them) wolves and deer. When you enter this room, over the door is the head of



a deer and when you exit this room, over the door is the hind parts of the deer (never seen that before!!).



It was said that Mr. Jefcoat could not start collecting things until his wife passed away because every time he would bring something in, she would say to him "You cannot bring that old piece of junk in the house!!!" Which brings up the question as to where did he store his stuff before her death? So to all of us wives out there, the next time your husband brings home some "treasures", remember Brady Jefcoat and his museum.



*Napoli Italian Restaurant*

# TRAACA Breakfast at Hotrodders June 14, 2025

Bob Stein

Breakfast at Hotrodders Cafe in Chesapeake brought out a great selection of TRAACA cars and members. Skip Patnode arrived in his 1967 Alfa Romeo Duetto and was joined by Boe and Casey Bos-tjancic (in modern iron), Bob Stein and sister Tracy Daly in Bob's 1986 Buick Electra, Sue and Terry Bond in Sue's 1948 MG TC (Eleanor), Mark Bischoff (in modern iron), Mickey and Toni McChesney in their 1983 Buick Riviera convertible, Nick Smith in his 1993 Cadillac Allante convertible, and Barry Basnight in his 1994 Geo Tracker. We had a good breakfast together and enjoyed the chance to catch up and enjoy each other's company. These informal gatherings are fun! Watch the schedule of activities and join us if you can next time.



## Tidewater Visits Westminster Canterbury

**Bill Treadwell**

Westminster Canterbury, an assisted living facility in Virginia, invited Tidewater Region to provide a display of classic vehicles for their residents to enjoy. The date was set for 4 PM on June 13th, Friday the 13th, the only Friday the 13th in 2025. What could possibly go astray.

Asking for 10 to 15 vehicles to park in the main entrance, seven Tidewater members signed up to show eight cars. Then the weather was questionable throughout Tidewater, but at Westminster the weather was perfect for a June afternoon. Active showers in southern Virginia Beach caused at least 3 members to stay home, and Mickey McChesney has a concrete reason not to come. The concrete delivery for his new driveway was delayed from morning to afternoon.

Three vehicles showed up on time: Wes Neal's 1971 Jeepster, his 1966 Mustang, and Bill Treadwell's 1973 Cutlass. I kept ensuring our hostess that others were coming, maybe next time. Anyway, foot traffic was excellent as many residents to see the cars and share stories. We learned that one resident has a 1966 Mustang that has been in a garage for nearly 50 years, and another has a 1982 Cadillac that may be looking for a new home.

Visits like this one to share our hobby with other senior citizens are usually enjoyable and worthwhile activities for Tidewater. Our hostess at Westminster is already looking for another date in 2025. I agree!



## Editor's note - Members Helping Members

One of our long-time members recently reported problems with work and customer service for a generator rebuild. Referrals can be important, especially to those who might be new to the club. Knowing where to get good work done is important, but knowing where not to go can be equally vital. Our recommendation is always to check first with club members if you need any work done. Don't hesitate to ask questions at a club meeting, or contact us to publish your questions in the regular weekly Mudspeck. For example - "If anyone has had experience getting spoke wheels remade please contact me." or something similar might produce helpful results or at least some recommendations on who does the best (or worst) work. If you are in a hurry perhaps one of our club officers might know a member who has had similar work done recently.

**ANTIQUE AUTOMOBILE CLUB**  
of AMERICA

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"America's Automotive Library"

# A Cheapskate in a 'Rich Man's Hobby'

By Bob Stein

You often hear someone saying that collecting old cars is a rich man's hobby. I guess it depends on what you call 'rich'. My most recent 'collector' car is a 1993 Buick Century station wagon that cost me \$700 at an auction, plus another \$1200 for a new headliner and tires. Which comes to about \$1900 for a car that gets 29 MPG, has every option that was offered (including a Driver's Air Bag), runs and drives like new, and looks great. It is 33-years-old and has an AACA Junior Award. The Senior Award was thwarted by worn front and rear bumpers that I can repaint for about \$50, and I hope to get it at Hershey in October.

Granted, finding the wagon was a bit of luck. Though a lot of it comes from making my own 'luck.' I scan Facebook Marketplace, eBay, even Craig's List pretty often even when I am not looking for something. The 1993 Buick was listed in February as part of a bi-weekly email I get from Eggleston Corporation, which auctions off cars provided for charity. It was listed as a non-runner, but wagons are rare enough that I decided to take a look. We had some rare heavy snow the early part of the week, so the car was mostly covered in the white stuff.



What I could see looked good, and the power seats and windows worked. The engine wouldn't crank, so I had to guess at condition. The last Virginia State Inspection was 2019 and it had a 2024 parking sticker for a Newport News

senior living facility. The car had obviously been kept indoors its whole life and had been sheltered even for the past 6 years. Best guess was that the owner had hung onto the car even after he or she had been unable to drive and the Buick was given to Eggleston by the heirs who couldn't get the car to start. Since it was unlikely a car with a bad engine would be held onto, I decided on a maximum bid of \$700 and was there Saturday, February 22, for the auction.

Being a non-runner, it was one of the last vehicles. The only other bidder told me the engine was no good and that a friend who worked at Eggleston had been unable to turn the engine with a breaker bar. Of course, he had a good engine from a donor car he could put in it. Happily, I went with my gut and bid up to my \$600 limit (+\$100 fee). One more bid would have gotten the car, but the other bidder gave up. I won the car for \$600 and lucked out when a friend with a flatbed brought it home for me free! The original 2018 battery was dead (I was able to get it working again later), so I threw in a working side-post battery and started troubleshooting.

Bad gas was the main culprit. When I pulled the fuel filter hose it started a siphon effect that let me drain the fuel tank completely, and the car started up with fresh high-test and Seafoam treatment. With the engine running and getting stronger by the minute, I checked everything else out. All of the options, including the power antenna, worked well except for the A/C, which had leaked from sitting. I started getting the car ready for the AACA Charlotte show which was just over a month away with high hopes.

Most of the expense above the purchase price has been security and cosmetics. Though the blackwall radials on the car were like new and less than 10 years old, they had been sitting at least 6 years and I was planning to drive 5 hours at Interstate speeds. So I put a new set of white-walls (\$430) on both for safety and to restore the car to original specifications. The interior carpet and seats had no fading, but the headliner and steering wheel had to be



corrected for about \$500. Amazon provided new struts for the tailgate and hood for \$30, and a new shift knob for \$15. The under-hood insulation was mostly good except for the outermost layer of mesh that was surprisingly identical to fiberglass screen that I got from Ace Hardware. Some adhesive spray and black paint pretty much restored the engine bay.



The only bad body part was a filler panel between the tailgate and rear bumper. Although not listed for the 1993 Buick, I had gotten a reproduction part for my 1988 Chevrolet Celebrity Wagon a couple of years ago and figured the same body style would still use the same part. In the meantime, I made a new filler using a piece of roofing flashing painted black - most people wouldn't have been able to tell it wasn't correct!



Just 37 days after I bought the car, I took it to Charlotte for the big AACA show. Despite some warts it received the

AACA Junior Award I was hoping for, and got 28 MPG up and back. Since then I have driven the car to other shows and continued to work on cosmetics. The reproduction filler panel was installed, and I got the A/C working. The one moderately serious body damage was the left corner of the front bumper. I used fiberglass filler and paint to get it mostly OK. I did not

have enough paint to redo the tops of the front and rear bumpers, which cost me points, and the rear bumper has a polished area that was pitted - more points lost. Which ended up costing me an AACA Senior award in Beckley, WV in June of this year, where a 9k-mile 1993 Cadillac that looked fresh from the factory made my warts stand out.



I have ordered the correct touch-up paint and plan to correct most of the issues before the big AACA Hershey meet in October. In the meantime, I also have a \$4200 1986 Buick Electra with 64K miles that has gotten both the Junior and Senior awards, as well as a \$850 Centaur Suitcase Scooter that received a National Award in 2007, a \$700 1973 Solex moped that was presented a National Award in 2023, a restored \$1200 1966 Solex moped that has a repeat Senior Grand National Award from 2022, a \$350 1995 EV Warrior electric moped that is going for a Grand National award at Dayton, and a \$750 EV Warrior electric moped that earned its Senior Grand National in 2022.



Yes, I have some cars that are higher price - a 1941 Packard, a 1948 MG TC, a 1949 Nash, and a 1956 Thunderbird all cost more,

but even they are still \$10k-20k vehicles. The main point being that I am NOT rich, and I have a large and varied collection. If you want to get into the hobby, there are a lot of choices that are not only cheap, but can be used as really nice alternate transportation. Both Buicks live outside, and the scooters are stuck in corners of garages and a guest bedroom. So don't use space as an excuse, either. All you really need to have is interest in old vehicles. And keep an open mind - you never know when just the right car will show up in an email!

## AACA NATIONAL MEET Beckley, West Virginia June 19-21, 2025

**Bob Stein, Terry & Susan Bond**

We really enjoyed the AACA National Meet in Beckley a couple of years ago so, when they announced a repeat performance, we didn't hesitate to register and start planning.

Once again, we entered the MGBGT and planned to drive it there and back, taking cool mountain roads and enjoying the scenery. Breaking the trip into two days allowed us to depart after rush-hour traffic subsided. In a short time, we were headed up Rt 460 towards cooler shaded winding roads. Our route took us over Rt 40 towards Blackstone with a welcome ice-cream stop along the way. From there we made good time along Rt 460 towards Appomattox. A short distance up Rt 26 took us to the winding mountain road we've always enjoyed in an MG – Rt 60.

In cool shade, Susan and the MG enjoyed traffic-free twisty roads climbing towards West Virginia. It was a pleasant trip and both the MG and passengers had a blast. The night was spent in Lexington and we really enjoyed the air conditioning.

In the morning, we continued on side-roads, including a stop at Humpback Bridge, and ended up on a one-lane dirt road for some distance where we thought we heard banjos echoing through the hollows.



Abandoning back roads (didn't want to get too far away from cell towers), we took I-64

thru the mountains and arrived at Beckley. First stop was a car wash to get rid of the souvenir mud accumulated along the way.

We found a group of AACA friends at the host hotel and enjoyed dinner at a nice Italian restaurant within walking distance. Later that evening, the back patio at the hotel was the scene of a fun evening visiting.

We took advantage of scheduled bus tours and got to visit the New River Gorge National Park,



seeing the bridge from all angles, and Hawks Nest State Park. On Friday evening, a local car club hosted a downtown cruise-in and car show that we were able to be part of. We parked in front of a wonderful tavern where we enjoyed cold beer and great food.



Friends from Maryland, also MGB owners, joined us but were having problems getting their car to run. They didn't make it downtown but were able to coax their sputtering B into the parking lot of a restaurant. We were able to get a lift back to their car but could not get it to start. One of our AACA members took the car back to the safety of the hotel parking lot with his trailer, where working on it was a little more comfortable and much safer. After replacing a faulty condenser the car started and all seemed well. However the next morning, it was still sputtering and misfiring terribly. They chose to park it instead of trying to drive to the car show.

Over 120 fabulous automobiles were displayed on Beckley's downtown streets. It was a good turnout for TRAACA too.

Cars on the show field included Sam Kern and Judy Harding's 1925 Franklin Series 11-A 5 Passenger Sedan, Jim and Donna Elliott's 1930 Chevrolet Depot Hack, TRAACA President Bill Treadwell's 1973 Oldsmobile 442, Susan and Terry Bond's 1974 MGB-GT, and Bob Stein's 1993 Buick Century station wagon.

On the judging field Dan Ciccone, Bob and Dot Parrish, Tom Cox, Jim and Donna Elliott, Bill Treadwell, Sam Kern, Bob Stein, and Terry and Susan Bond stayed busy. Donna Elliot started the awards banquet with a vocal rendition of John Denver's 'Country Roads'. Sam Kern, Jim Elliott, Bill Treadwell, and Susan Bond all received repeat preservation awards. Also present were members Richard and Linda Cooper, now in South Carolina!



*Sam Kern*

*Donna Elliott*



*Preservation Awards were presented by Vickie Bolton, AACA Executive Vice President, and White-water Region AACA President Lenny Fink*



*Jim Elliott*

*Susan Bond*



*Bill Treadwell*



*Bob Stein*



During the last part of the week temperatures increased dramatically, and the forecast was for even hotter weather for Sunday and worse for Monday. We decided to leave Beckley early Sunday morning, making time on the interstate and returning to back roads at Lexington. We knew it would be a long, hot day without air conditioning but we did not want to do the last of it in Monday's heat.

We stopped often and again took advantage of cooler back roads. Near Appomattox we picked up Rt 460 again, making our last gas and oil-check stop South of Petersburg.

Although we were pretty well baked, and tired, we were happy to finally merge onto Rt. 58, where the MG sputtered and died. While still coasting along the shoulder, Susan popped the clutch and the car restarted. All seemed fine, but again on I-64, it sputtered again, and then once more climbing up the high-rise bridge in Chesapeake. From there however, it seemed to run OK. It was only a few miles to home so we pressed on. Everything seemed fine although the temperature gauge read a bit above normal – not unexpected though, as it was over 100 degrees outside and we'd been driving hard all day.

We pulled into the driveway and, with the car still running, opened the hood. Much to our surprise (shock) there was oil everywhere! Oil pressure was good and the dipstick showed the level was just at the "add oil" level. Seems that somewhere in those last few miles, a fitting on the car's oil cooler had cracked. The oil cooler is

like a small radiator mounted in front of the car's radiator. It was only a year old. Oil had leaked back against the lower part of the radiator where it was blown through by wind. From there, the fan did a wonderful job of distributing it everywhere under the hood. A fine mist had also been sucked into the front carburetor. We pulled the car quickly into the garage and immediately ordered a new replacement oil cooler and air filters. They arrived within a couple of days and it was an easy repair. Everything tested fine and the car runs great once again. I just have some serious cleaning to do!

Oh – the other MG? It was towed back to Richmond by AAA. They rented a modern car (with air conditioning) and followed. It was repaired by fellow MG enthusiast Bruce Woodson who owns a well-known British Car repair shop. The problem – bad condenser and bad point set. The car had been completely tuned up before it was driven to Beckley. Brand new points and condenser were installed. That condenser proved faulty by the time they got to Beckley. Their brand new "spare", purchased at the same time as their tune-up set, also proved faulty. The "new" points themselves were literally falling apart. The nylon (or cheap plastic) pieces were disintegrating. Replacement ignition parts are a known problem. Most are now cheaply foreign-made. It seems that, contrary to popular belief, Lucas ignition parts are the most reliable you can get!

Beckley was fun. Getting there and back was an adventure.

## **AACA Vintage Tour Strasburg PA. June 1-6, 2025**

**Terry and Susan Bond**

We've been to the Strasburg PA area many times, but this year's AACA Vintage Tour offered the chance to see things we've never had the chance to. The AACA age-range on this event includes cars from the early 1900s up to 1931 (the end of the Model A era).

We saw everything from a 1904 Curved-Dash Oldsmobile (one cylinder) to an 8 cylinder Lin-

coln. There were plenty of road-worthy Model A's and even a few Model T Fords that were equipped with some performance upgrades.



Our 1914 Model T is bone-stock and it's not always easy to keep up with others that have been improved for touring. We climb hills slowly, have to be more cautious going down them, and need to be much more alert in today's traffic. A hundred miles in a day, driving a stock brass age Model T, can be a handful. We much prefer the AACA Reliability tours in company with similar vehicles.

Looking at timing and considering other obligations, we chose to travel in a modern vehicle and stick our thumbs in the air when we got there, catching rides with other AACA members in a variety of vehicles. We've done this before – there are often a number of tour participants who travel by themselves and need a navigator, or who would just enjoy the company of others. Besides, if any help was needed along the way, extra hands can be good. (Note - we've never been stranded or had to help push a car).

Our host hotel was full when we tried to make our room reservation, so we chose to stay in The Historic Strasburg Inn across the parking lot. It was bit tired and worn but cozy and comfortable.



The opening dinner included announcements about the coming week's activities, a look through the tour book containing daily directions, maps and sites along the journey, and then a great meal – one of several on the agenda.

It's said tours are often rated in "pounds." That is – the number of pounds you gain during the week. This looked like at least a five pounder!



*John & Rita Morgan, Susan & Terry*

The first day we were treated to a thorough tour of the Weavertown Coach Shop. This is where those great Amish carriages are made! It's a two-story, family-owned business employing lo-



cal Amish craftsmen. The building itself is not commercially powered. Instead, natural light, some solar panels, gas lighting, and a diesel generator to re-

charge battery operated tools or provide compressed air when needed, are employed in everything from building wheels to sewing upholstery.



The tour was thorough and absolutely fascinating. Our tour guide, a son of the founding owners was very knowledgeable and had a great sense of humor. I could envision him as a popular college professor! Some additional work is done there restoring wooden coachwork for very early automobiles and other carriages. It was exciting to see a wood-bodied Civil-War era horse-drawn hearse being restored.



Later we visited the impressive Classic Automobile collection of Calvin High. From Duesenberg to Mustang, the collection of pristine restored cars was

impressive and Calvin was a gracious host.



Our afternoon will filled with visits to several Lititz attractions, including the elegant Moravian Church, the Johannes Mueller House

which was built in 1740, and the famed Sturgis Pretzel Company – the oldest Pretzel factory in America. We were able to make our own pretzels and earn a certificate as an "Official Pretzel Twister."





*Mark & Jo Eckert, Susan*

Tuesday we visited the Herr's potato chip and snack food factory and had a guided tour. We tasted chips fresh from the oven that 7 minutes prior had been unloaded from a truck full of raw, freshly picked potatoes!



We visited the birthplace of Robert Fulton (1765-1815), father of the steamship. The house burned and was rebuilt in 1822.

Next was Rock Ford Plantation, built in 1794 by Edward Hand, a General in the Continental Army during the American Revolution. The home was never modernized!



Wednesday we toured all of 1 mile to the Railroad Museum of Pennsylvania. The docent explained the many historic trains and other artifacts

wonderfully displayed in the gigantic museum. All the rolling stock is on rails, and the Strasburg Railroad across the street moves things around for them. We learned that locomotives are clas-

sified by the number of leading wheels, driving wheels and trailing wheels, like 4-8-4, and that freight trains have smaller wheels for power and passenger trains have larger wheels for speed.



After lunch at Casey Jones Restaurant, in real railroad dining cars, we rode in more antique rail cars behind a steam locomotive to Paradise PA. The Strasburg Railroad is the oldest continuously operating standard gauge railroad in the Western Hemisphere, and is still in use for freight.



The Choo Choo Barn was just down the road. A huge animated model train layout, it included a ski slope, a house fire being extinguished, a circus, a ski lift, a windmill and LOTS of trains.



We finished the day with an "AACA Golf Tournament." Listed as the "first ever," a wonderful miniature golf course wound through hills,



*Fred Trusty, Charley & Debbie Burney,*

wooded lanes with small waterfalls where teams of four enjoyed the fun of little balls wandering, sometimes on their own, into underground tunnels or shallow streams. It was a fun evening, concluding with burgers and brew in a small roadside pub.

Thursday we visited historic Wheatland, home of President James Buchanan.



Our outstanding tour guide, dressed in period attire, led us through the home containing many original family objects. His stories about Buchanan's family and his Presidency were delivered as though we actually lived during that time. In fact – turns out he was the actor who played the role of James Buchanan in the video we saw at the beginning of our tour.

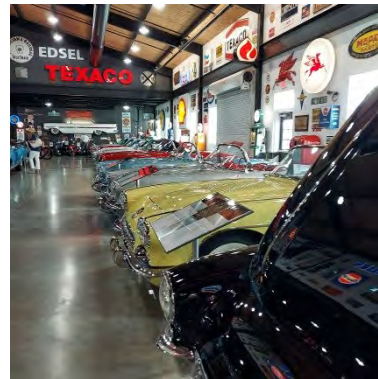


That afternoon we visited The Ephrata Cloisters, where we enjoyed a wonderful guided tour of the nicely kept remains of a semi-monastic community, founded in 1732. The members of the order were celibate. They were required to sleep on wooden benches 15 inches wide, with wooden blocks for pillows. They slept six hours per night, from 9 P.M. to midnight, and from 2 A.M. until 5 A.M., with a two-hour break for prayer. They ate one small vegetarian meal a day. Men and Women lived separately. It's not surprising the order eventually died-off. Today, the abandoned buildings are a historic site well worth the time to explore and learn more about the history of the area.



*Susan & Terry, Don Barlup, Dave Kontor*

Our final day we toured the Hans Herr House, built in 1719, the oldest building in Lancaster County, and visited a car museum – Barry's Car Barn, which was a



great collection from the 30's through the muscle car era with many beautifully restored cars displayed. Included was a special selection of early motorcycles, gas pumps, signs and other memorabilia. Some of us went shopping at Kitchen Kettle Village

The entire week was wonderful with perfect weather, beautiful scenery on some of the area's fabulous winding roads, and – did I mention the food? I think it was more like a TEN POUND TOUR!



*Region and Chapter Newsletter editors attending the tour got together and exchanged ideas. Dick & Bobbi Bettel, Dave Anspach, Susan & Terry Bond and Jim Bowery*

# STILL COLLECTING Ephemera

Terry Bond

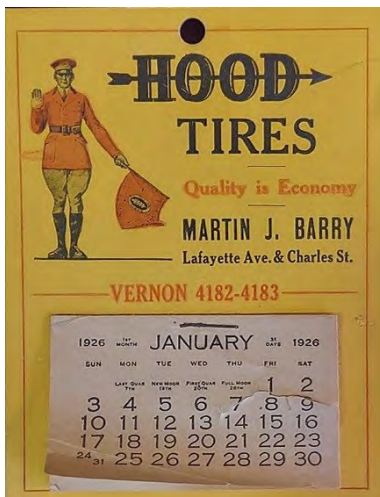
The definition of "Ephemera" is quite simple - items originally expected to have only short-term usefulness or popularity. Printed items easily fall into this category, but there are other "throw-away" items that could also be categorized similarly.

Items related to the automobile, such as advertising material, are ephemeral objects. When the model years changed, out with the old and in with the new meant no longer useful advertising items were thrown out to make room for new, more up-to-date material. What survived was moved into attics or basements to later be discovered by collectors.

Everything from posters, catalogs, pins, banners, displays and even signs themselves were not meant to last. Astute collectors though have proven that wrong. Today, automobile related ephemera is among the highest-priced material found in auctions and on-line sales. Entire shows of massive size take place just for ephemeral advertising material. Among the most popular today is anything related to gas and oil.

It's a topic that could fill an entire book, but for now, let's take a look at a few of my own favorites.

This little Hood Tires advertising calendar was intended to sit on a counter or maybe a salesman's desk. Ephemeral for certain, once a month was past, a page was torn off and thrown away. Eventually nothing remained and the calendar itself was tossed into the trash. This one managed to survive intact.



This is a blank menu for a Paris restaurant. Obviously they catered to early motorists. Once the menu for dinner was chosen, it was printed onto the blank. When the dinner choices changed, or when the menu itself became stained through handling, it was thrown out with left-over lettuce. It's a rare survivor discovered among the samples in an old Paris print shop.

Remember when most businesses or public places had no air conditioning?

Even churches and funeral homes were without it. Hand fans were usually available so people could at least move a little air, even if it was hot air. Fans such as this had an attractive, sometimes related image and on the back side, printed advertising. When used only a sort time, they became soiled, torn, or creased and were thrown away.



Chocolates for a road trip? Sure, snacks are a staple on a journey in an automobile.

These chocolates were produced in Germany and sold in this pocket-

sized box to carry along. When it was empty, sometimes the box became a container for something else. But they were not made to last and, like most other ephemeral objects, they were thrown away.

These little felt pennants were popular give-away items at automobile shows or dealerships. If you owned the car, you had to have one. If you were a fan of a particular brand, you wanted to show off

your loyalty. Much like wearing your favorite baseball team's ball cap or jersey, these little pennants were very popular. That is, until the company went bankrupt and no longer existed.



Here are a few other automobile dealership give-aways that were never intended to last, but have certainly become collectible.



So, where do you find it?

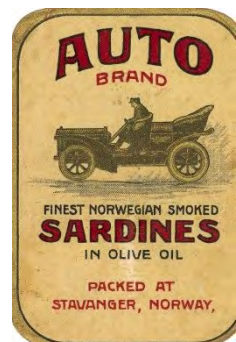
Flea markets, yard sales, antique shops, the internet, and even specialty shows. My favorite remains the Allentown PA "Paper Show." Originally intended to be a rare book and manuscript show, where antique dealers set up displays of their merchandise, it now encompasses advertising material, photographs, magazines, early newspapers, lithographs, prints, posters, post cards, pins, buttons, and just about anything related from the 1700s (or earlier) up to currently collected items like comic books and sports related memorabilia. I always include this event on my way to Hershey each fall. Let me know if you'd like to tag along and try to keep up with my treasure hunting.

Happy collecting,

Terry



And finally, a selection of other items from my collection that easily fall into the category "ephemera."



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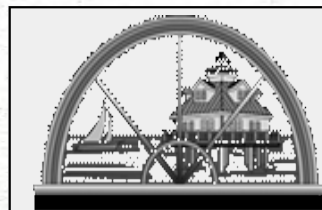
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