



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

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July 2026



Reminiscing Our Youth

By Bob Parrish and Tom Spina

While sitting with Tom Spina under the shade of a tree at a recent car show, we learned that we had other interests than TRAACA and classic cars. Our dads were local racing enthusiasts and carried us along for the excitement.

Back in the day, in the 1940's and 1950's, there was a huge interest in stock car and midget racing in this area.

On this south side of Hampton Roads there was Princess Anne Speedway, located close to Janaf Shopping Center and Lake Taylor Hospital where they are now. This 1/2 mile dirt track hosted midgets, motorcycles and stock cars.

The other track was called Chinese Corner Race

Track at Virginia Beach Boulevard and Witchduck Road. This 3/8th mile track hosted mostly stock cars. Tom and I began mind searching for the local favorites like Runt Harris, Joe Weatherly, Ray Platte, Bill Champion and many others. As we continued to reminisce, we soon found out we were at Darlington, Charlotte and Daytona, probably at the same time in the early days. What great memories we have of the past!

Tom began telling me a story about being at an early NASCAR race and being in the midst of the super star drivers of the day, and wishing he could get their autographs. He had a pen, but no paper, so his girlfriend suggested he use a dollar bill and Tom began to get the drivers to autograph this dollar bill. He still has it today! It is difficult to read the signatures of the NASCAR stars of the day but I have listed them. What a neat idea from a quick thinking race fan.

A list of the drivers who signed Tom's dollar bill is below with a picture of the dollar bill and in some cases, the drivers. (Photos courtesy of NASCAR Hall of Fame) We will certainly find more to talk about on this subject next time we get together.

This is a small world we live in, if only people would talk about their life experiences there is much to learn.



Darrel Dierringer

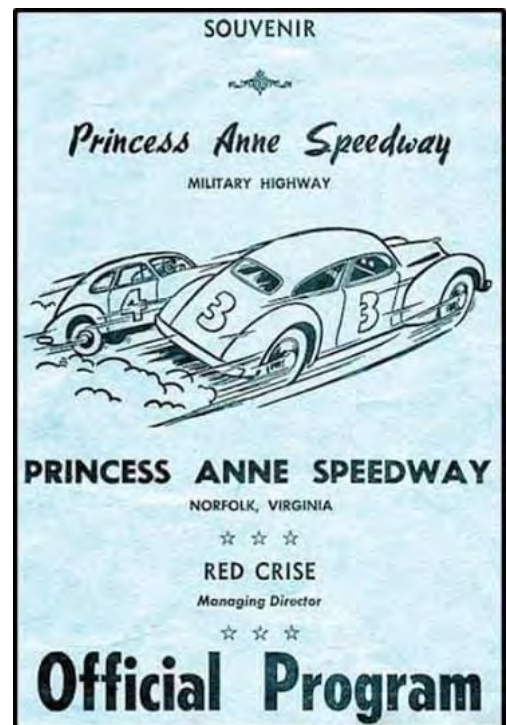


List of Drivers on the \$1 Bill

Darrel Dierringer	(died 10/28/89) Age 63
J.T. Putney	(died 4/11/01) Age 77
Tiny Lund	(died 8/17/75) Age 45
Bill Champion	(died 5/20/91) Age 69
David Pearson	(died 11/12/18) Age 83
Buck Baker	(died 4/12/02) Age 83
Elmo Langley	(died 11/21/96) Age 68
Wendell Scott	(died 12/23/90) Age 69
Cotton Owens	(died 6/7/12) Age 88
Tom Pistone	(Alive and 97 years young)
Richard Petty	(Still alive at age 88)



Tiny Lund





J. T.
Putney



Bill
Champion



David Pearson



Wendell Scott



Elmo Langley



Tiger Tom Pistone



Buck Baker

From Our President



Well another month is in the books. I would like to thank Mike for stepping in and filling in for me last month. Mike and Jerry are making big strides in getting us all a place to purchase club merchandise.

The Milligan's have put together a fantastic tour for July.

We're looking for someone to take the lead for the Shriners show in August so if you're interested let me know as we will be out of the country this year.

Last month I put a little something special in my president note and only got a single response, so nobody won the free dinner this month.

Activities will be updated in the near future so please stand by.

We're looking for some volunteers to take over as activities coordinator and *Mudflap* editor, so please consider helping out with your club.

Until next month stay safe and hope to see you at a dinner meeting or activity.

Harry Park
TRAACA President
(757) 274-5426
harrygpark@yahoo.com

Our
new
logo!



From the Editors' Keyboards

Terry & Susan Bond



Thanks to those who have contributed to this edition of *The Mudflap*. Our history is long and proud and, if you take a few moments to look at what has been published over the past few years (available in the Library section on our club Website), you'll realize what a great club this is.

These days the website and *The Mudflap* represent our "store-front" for potential members. That outstanding Website and its companion, *The Mud Speck* e-newsletter (so well-done by Bob Stein) are our main sources of "advertising" to the public. That's why your presence and participation in club activities is also so important - it all presents us to the community and helps create interest in our hobby.

Hard to believe but we're now well into our 2nd year as "temporary volunteers" as your Editors! We only intended to publish a few issues until a permanent editor (or editors) stepped forward. We're still at it! No complaints so long as everyone continues to realize our travel plans often interfere with production schedules.

We've not got a "retirement" date in mind yet, but do need to ask you to consider getting involved. It can be a load of fun and a great way to get to know each other better. If you love this hobby and are proud of your club, just ask how you too can get involved with one of the most successful publications in AACA. We promise not to toss you into the deep end of the pool! There is always plenty of help available if you are interested.

Terry & Susan

DINNER MEETING June 2026

If you missed the Dinner Meeting in June, you missed a good one!

New member Mike Denbar kept everyone entertained learning about his restoration of Fire Engines. Yes- real life, (and large) FIRE ENGINES.

Mike wrote about this in the previous issue of *The Mudflap* and then explained with slides, how he rescued the remains of an antique Fire Engine and brought it back to life.

This is not a simple task where one can use the 800# and credit card to order replacement parts. In the process, Mike learned how to do everything from metal fabrication to upholstery work. He made parts that were unobtainable and literally "undid" what time, the elements, and previous poor design work did to hasten the demise of many of these relics that have been put out to pasture. Yes, Mike delights in dragging home broken, rusted hulks and bringing them back to life.

His presentation was laced with humor and still makes me wonder how he could possibly accomplish what he has in the restoration of these vehicles.

I sense a club journey to his shop in North Carolina to see first-hand the results of his craftsmanship.

Oh — the dinner was great too! When you can't decide between the cheesecake and the carrot cake, you know it's been a good evening.

Join us for a future dinner meeting and get in on the fun!



Gotta love his sense of humor!



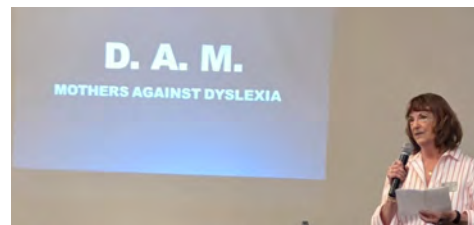
Checking in,



Harry with the Club Participation trophy the Real Life Church/ Rummels Automotive we won at car show in May.



The updated club logo!



Linda Pellerin introduced our speaker, Dr. Mike Denbar



Fire engines have LOTS of pieces.



JULY

16 - TRAACA Dinner Meeting - 6 PM (Must RSVP with Skip Patnode) - (Holiday Inn Convention Center, 5655 Greenwich Rd, Virginia Beach, VA 23462) Speaker is Sigur Whitaker with "My Favorite Tales of the Indianapolis Motor Speedway".

18 - Ferry Plantation Tour - meet at 9:45 AM, 4136 Cheswick Lane, Virginia Beach, VA 23455.

AUGUST

15 - Khedive Fun & Shine Car Show and Annual Craft Show - 10 AM until 3 PM (Shrine Center, 645 Woodlake Drive, Chesapeake VA)

20 - TRAACA Dinner Meeting - 6 PM (Must RSVP with Skip Patnode) - (Holiday Inn Convention Center, 5655 Greenwich Rd, Virginia Beach, VA 23462)

SEPTEMBER

9-14 - Founders Tour (Vehicles from 1932 to 2001) - Williamsburg VA (Hosted by the Historic Virginia Peninsula Region)

Volunteers Needed! Please volunteer a few hours (or days) to our closest AACA neighbor region.

Scott Dayton – 757-303-0650
Greg Smith – 757-352-8093
Pete Romeo – 757-503-3533

For a complete list of local events, visit www.ccchr.org, the Car Club Council of Hampton Roads

National AACA 2026 Event Calendar

JULY

23-25 Central Spring Nationals, Green Bay WI

AUGUST

5-8 Southeastern Divisional Tour, Flat Rock NC

19-22 Grand Nationals/Zenith Awards, Allentown PA

SEPTEMBER

9-14 Founders Tour, Williamsburg VA

20-26 Revival Glidden Tour (Pre 1943), Dover DE

OCTOBER

6-9 Eastern Fall Nationals, Hershey PA

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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2025 TRAACA Officers & Board

President - Harry Park
harrygpark@yahoo.com

Vice President - Mike Haag

Secretary - Jerry Adams

Treasurer - Rick Seaman

Board - Wayne Milligan
Board - Skip Patnode
Board - Chris Ciccone
Board - Nick Smith

President Emeritus—Bill Treadwell

Visit us on the Internet at: traaca.com

Board Meeting Minutes

11 June 26

Y-Not Pizza, Virginia Beach

Attendees:

Harry Park Pres
Mike Haag VP
Jerry Adams Secretary
Rick Seaman Treasurer
Wayne Milligan Board
Nick Smith Board
Chris Ciccone Board
Skip Patnode Board
Bill Treadwell President Em

Guests:

Aubrey Austin
Tammy Park
Dan Ciccone

6:09 meeting called to order

President's Remarks: Harry called to order and thanked everyone for coming

Vice President's Remarks: no comment

Treasurer Report: Harry noted that Chris C & Rick S have swapped position and completed transfer of duties. Committee formed, it will be led by Tim Hunt along with Bill Treadwell and Tammy Park to audit and report back. Noted issues of laptop being slow, committee to review this.

Secretary Report: Jerry noted that the report was emailed out to board for review & feedback. Minutes revised and resent, No feedback provided, Board accepted as written. Previous months approved minutes were sent to Terry for *Mudflap*. Motion made to accept secretary report.

Committee: Activities: Harry noted July event led by Wayne & Carol. Wayne went over upcoming plantation tour plans and lunch to follow. June 12 Shriner's Rodeo. Aug 15 Shriner's Car Show, potential club meetup before to go in as club.

Bill Treadwell will work with Westminster-Canterbury to set up a day for the club to go and show cars. We will then go to Shorebreak for pizza afterwards. Richard Hall working on fall car tour. Harry Park to work on place to eat afterwards. Possible tour of Featherlite coach factory

in Suffolk later this year, Dan Ciccone to follow up on this. Dan Ciccone & Terry Bond are planning to hold an AACA judging school at Dan's shop.

Recent Activities: Veteran Car show in Elizabeth city- several members showed up. Several club members attended the Cruise in at Edinburg, about 47 cars went over to Hampton Manor Assisted Living and they were impressed and grateful.

Old Business: Club Business Card w/ QR Code: Rick working on layout. Club Logo: Jerry Adams to print out large image for display at dinner meeting. Mike Haag and Jerry Adams to present details. Other: trailer taxes paid, letter from headquarters received thanking the club for contributions.

New Business: Treasurer duties transitioned/ turned over. Bank account updated. Mike Haag to work on setting up an online club store for merchandise.

ODMA to be closed out on final bank statement, then money transferred to TRAACA account. Check sent to ODMA for TRAACA obligations per ODMA bylaws.

Donation made to Real Life Church for their support for our recent successful ODMA meet. Several club members attended Real Life Church Rummel's car show, TRAACA awarded trophy for most represented club.

Discussion and agreement to pass on holding a TRAACA car show this year due to time limit and other events. Possible Club get together and cruise in later.

TRAACA Awards: discussion about reviewing and updating the awards manual and awards.

Final Comments / Adjournment:
Next Board Meeting - Thursday, July 9 at Y-Not Pizza, Virginia Beach
Motion to adjourn meeting made at 726 and accepted.



TRAACA MEMBER'S PAGE

August Anniversaries

Susan & Terry Bond
Liz & Bill Coburn
Terry & Dave Cook
Kelly & Scott Dayton
Jan & Preston Garner
Charline & Joe Geib
Phylis & Tim Hund
Eafrica & Timothy Johnson
Bette & Kit Lawrence
Cathy & Scott Miller
Dot & Bob Parrish
Bron & Linda Prokuski

Welcome to our New Members!

Britt & Kathleen Skogstad
Dr. Michael Denbar



July Anniversaries

Boe & GiGi Bostjancic
Cheryl & Craig Casper
Donna & Jim Elliott
Dana & Debbie Meadows
Leslie & Anthony Scarpelli
Betty & Jim Villers
Becky & James Woodall
Susan & Bob Woolfitt

August Birthdays

Mary Ann Blair
GiGi Bostjancic
Mary-Ellen Bostjancic
Curtis Cook
Dave Cook
Sheryl Cook
Terry Cook
Brian Coombe
Jim Elliott
Matthew Gresalfi
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
William Spence
Sigur Whitaker
Becky Woodall



July Birthdays

Aubrey Austin
Craig Casper
Lesley Chapman
Thomas England
Douglas Grosz
Roger Gwinn
Jon Hunger
Robert Kinker
Sylvia Roughton
Anthony Scarpelli
Leslie Scarpelli
James Stansbury
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 requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!

Greenwich Concours d'Elegance

Mike Haag

If you watched the tv series *Chasing Classic Cars*, every year there was one episode about the Greenwich Concours d'Elegance car show where host, Wayne Carini, would bring one or two cars to sell at the auction. It looked like an interesting car show and I always said one of these years I need to go there. Having gone to the Amelia Island Concours show in March 2020, right before Covid shut everything down, and having attended the Hilton Head Concours show in November 2023, I said this was finally the year to do Greenwich.



This was the 30th anniversary of the show and was held 30-31 May at the Roger Sherman Baldwin Park in Greenwich, CT, a beautiful location on the water which leads to the Long Island Sound. After waiting all these years, it did not disappoint!

Of course, we had to get there first. Driving up Rt. 13 on the Eastern Shore, then Rt. 1 in DE leading to the NJ Turnpike was an easy, uneventful drive. When we got onto I-95 to go around NYC, things changed quickly and the road became a slow rolling parking lot for over an hour. Finally getting past that it was then an easy short drive to exit 7 and our hotel in Stamford. The Doubletree was one of the host hotels for the show, and when we got there we saw a Ferrari parked by the lobby entrance and a truck with a car trailer in front of us.

Thankfully getting to the show was an easy drive down I-95 to exit 3 and a couple of right turns into a free, public parking garage



one block from the show field. I'm glad I bought my tickets online through Hagerty, as it got us in early with no waiting in line with the general admission tickets.

The show was broken up into two days, with Saturday being a Concours d'Sport Cars featuring race cars and exotic European



1966 Fitch Pheonix one of one

sports cars along with some American muscle cars. The day was cool, overcast and very windy which allowed me to proudly wear my TRAACA denim shirt! There were wonderful cars



1959 Byers one of one

on display from Allards and Aston Martins to Mercedes and Porsches, along with a small collection of early Corvettes and Mustangs, too many cars to list in this write-up.



Pontiac Banshee prototype

Justin Bell, son of race car driver Derek Bell, was one of the emcees who gave presentations at the car talk tent on significant cars. I watched as the owners of a Mercedes Gull Wing, a Porsche Speedster and a Ferrari start their cars and drive up to the "stage" to talk about their cars.



A trio of exotics at Car Talk



Ferrari's at Car Talk

After a few hours of ogling over all these cars, it was time for lunch in the quaint downtown area. After lunch we headed over to the Bonhams Auction tent to peruse what was on offer the



Group of 1930's Essex cars and one Cadillac at Bonhams Auction

next day. We were warmly greeted with a mimosa and cookies. Little did they know that I had no intention, nor could I afford, to bid on most of the cars on display, although there was a nice VW Beetle and a couple of others that were probably were in reach. Interestingly, there was one group of cars consisting of several Essex cars from the 1930's along with a Cadillac from 1915 that was going up for auction on Sunday. Needless to say, we did not return then, I have too many projects and not enough room as it is.



1912 Mercer Model 35

Sunday was sunny and warm with a slight breeze coming off the water, a great day for a car show. And, what a great car show it was! There

were a few cars there from Saturday, but most were cars that we did not see previously and again, what a varied selection of both European

and American classics. Everything from a 1909 Stanley Model R, which appeared to be mostly original, to a couple of cars from 2023, with so much in between it was hard to take it all in.

Also on Sunday, they continued with the car talk series showcasing special cars or categories of cars. One of the talks was the evolution of the automobile which included a 1909 Stanley Model R steam powered car, a 1911 Baker Electric coupe and a 1912 Locomobile 30L gas powered car. We watched as the owners drove these cars to the staging area and then talked about how they acquired them and how they are being used. The owner of the 1909 Stanley had a couple of students from McPherson College in



1909 Stanley Model R with McPherson college students

Kansas, the only college in the US that offers a degreed program in automotive restoration, help with the car and they were actually starting and driving it. I got to talk to both of them and they were very interesting to talk to about that car and the program they are in. We need more of them to help keep our hobby going in the future!

Ralph Marano had a couple of his beautiful Packards in the show from his collection, one of them being a 1936 Indy 500 Pace Car. I chatted a few minutes with him, a nice guy who I originally met at the Amelia Island Concours in 2020



1936 Packard 120 Indy 500 Pace Car

when he showed a 1935 custom Chrysler RHD convertible from England.

Wayne Carini was there signing copies of his new book, *Steering Through Life*, which I bought so I could meet him in person, as he was the impetus for coming to this show to begin with.



Mike & Wayne Carini

All in all, this show was everything I expected it to be and well worth the time and expense to attend. Of course, life is more than car shows, although some may disagree, so after leaving Greenwich we stayed a few days in VT and NY before heading for home.

*1925
Duesenberg
BoatTail
Roadster*



*1929 Rolls
Royce and 1939
Bugatti*



*1930
Packard
Model
745*



*1936 Auburn BoatTail
Roadster*



1937 Cord convertible



Koenigsegg Swedish supercar



1957 Dual Ghia D-500



Row of English Post War sports



*Nash Ambassador with
early AC*



1953 Fiat 8V



Cadillac fins



Row of Ferrari Dino's

*1912
Columbia Cavalier*



STILL COLLECTING Watch fobs (revisited)

By Terry Bond

I last wrote about pocket watch fobs back in 2015. The collection has grown considerably since then.

Originally, they were chance finds in flea markets, antique shops and auction box lots. The first one I ever found was in a \$1 junk box at the check-out desk in a small Richmond antique shop.

The most interesting fobs are those that advertise specific brands of automobiles. They are actually miniature versions of beautifully enameled radiator emblems that identified the cars that proudly displayed them. As the price of real radiator emblems began to increase, interest began turning towards these smaller versions.

In 2013 the largest known collection of automobile related fobs was sold in a series of actions. This vast mid-west collection brought to market many rare items that drew collectors out of the wood-work as they paid hundreds of dollars for some. The growing popularity of internet base auctions has also opened a world-wide audience. My \$1 fob quickly became a very valuable item!

At that time my collection numbered less than two dozen. As prices increased, more and more fobs began to surface as collectors began selling. Soon, pickers began looking for them to make a few bucks.

Things have spiraled like a tornado and within the last several years, what was once available at less than \$50 is now double that and more. Extremely rare examples can command prices above \$1000.

The proliferation of reproductions and out-right fakes quickly followed, opening pit-falls for collectors and speculators alike.

Sadly, there are no consolidated reference works available to consult when trying to determine if something is real, or recreated, or even what it might be worth. Indeed, it would take a

book to discuss the histories, companies that produced them, and the intricacies of how to detect fraud. Compounding authenticity problems is the large number of items in the market today that have been reproduced as souvenir items for sale in museum gift shops and as novelty "collector's items." Some have been reproduced using original dies! Some early reproductions sold as "collector's items" are now over 40 years old. It's getting hard for a beginning collector to know when to buy and when not to.

First, we'll look at a few of my favorite recent acquisitions and learn about the companies they helped promote. Then, I'll provide a few guidelines for anyone interested in collecting.

The E.R. Thomas Automobile Company in Buffalo, NY began producing automobiles in 1902. In 1904 they introduced the "Thomas Flyer." A completely stock 1907 Thomas Flyer took part in the famed New York to Paris Race and handily won what was the world's greatest reliability trail ever. The car still exists, and of approximately 7000 built, more than 30 still survive.

*Thomas Flyer
fob on ribbon
1909*



The Chandler Motorcar Company was incorporated in 1913. The first Chandler automobile was produced in 1914. They were well-built mid-priced automobiles and by 1927 sales were increasing dramatically. Rapid expansion in the face of increasing competition resulted in their sale to competitor Huppmobile and by 1929, the Chandler no longer existed.

*Chandler fob on ribbon,
late teens*

The Pope Hartford was one of several automobiles produced by the Pope Manufacturing Company in Hartford CT between 1904-1914.. They were well built, expensive cars. In, 1909, company founder Albert A. Pope died and his brother George took over. By 1914, Pope-Hartford experienced mounting debt and went into receivership. Production ceased and the Pope-Hartford plant was sold in 1915.



Pope Hartford on leather strap, 1910

Maxwell was one of the first car companies to market specifically to women. In 1909, it generated a great deal of publicity when it sponsored Alice Ramsey, an early advocate of women drivers, as the first woman to drive coast-to-coast across the United States



RCH (Hupmobile) circa 1911-12

Robert Craig (R.C.) Hupp founded the Hupp Motor Car Company in Detroit in 1908. After leaving Hupmobile due to investor disputes in 1911, he launched the R.C.H. Automobile Company, manufacturing compact, affordable cars. While the Hupmobile continued to be successful, the RCH suffered from quality issues and production ceased in 1913 when the company went into receivership.



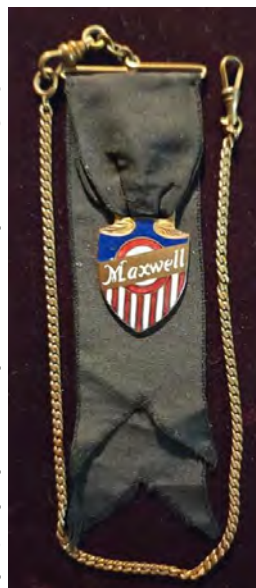
Nash unmounted circa 1928-30

Nash Motors Company was based in Kenosha, Wisconsin from 1916 until 1937. From 1937 through 1954, Nash Motors was the automotive division of Nash-Kelvinator. As sales of smaller firms declined after 1950 in the wake of the competition from the domestic "Big Three" automakers' (General Motors, Ford, and Chrysler) Nash

merged with Hudson Motors to form American Motors Corporation (AMC). Nash automobile production continued from 1954 through 1957 under AMC.

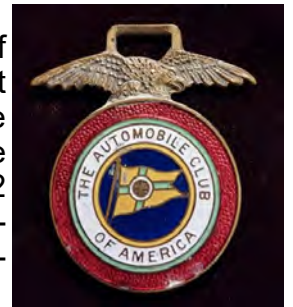
For a time, Maxwell was considered one of the three top automobile firms in America.

Maxwell automobile production began under the "Maxwell-Briscoe Company" of North Tarrytown, New York. In 1907, following a fire that destroyed the North Tarrytown, NY, factory, Maxwell-Briscoe opened a mammoth automobile factory in New Castle, Indiana. The company was eventually taken over and became part of the Chrysler Corporation in 1925. The Indiana factory continued as a Chrysler plant until its demolition in 2004.



Maxwell on ribbon with watch chain

The Automobile Club of America (ACA) was the first automobile club formed in the United States in 1899. The club was dissolved in 1932 following the Great Depression and declining membership.



Automobile Club of America, circa 1915-20. Unmounted



Interstate Automobile, circa 1909-1913, mounted on

Thomas F. Hart announced in October 1908 the winning name of his new company in Muncie, Indiana, chosen via a contest would be "The Inter-State Automobile Company," The company failed in the fall of 1913. Thomas Hart cited "internal dissention and his inability to secure working capital because of disagreement among stockholders as the reason. In February 1914, one of the original Inter-State investors bought the Inter-State factory and real estate. This resulted in a renaming of the parent company to the "Interstate Motor Company." In 1919, production ceased and the factory was sold to General Motors Corporation.

It was popular for professional chauffeurs to clearly (and proudly) show their occupation with watch fobs like this great example. Although unmarked, it is one of any variations produced in what is called "the era of the chauffeur" when wealthy families could afford to employ professional drivers (and mechanics).

Chauffeur image fob on leather strap, circa 1910



Fobs in my collection are always left mounted as found with few exceptions. Originally, they were mounted in different ways. The majority were mounted on leather straps. Others were mounted on silk ribbons. There are many varieties of other mounting straps, even gold braided chains. Often a dealer selling them today will mount them on new leather straps. When mounted on new leather (or plastic) straps, I remove those and display them unmounted. When I add an unmounted fob to my collection I leave it that way. I never attempt to "restore" fobs or their mounts. I will however sometimes gently "clean" some fobs encrusted with dirt or mold. I never "polish" them.

General guidelines for collectors -

I always look at the back. The vast majority of original advertising fobs will have the fob manufacturer's name (or logo) clearly marked on the back. Additionally, there may be advertising included for a specific dealership.

Generic fobs, such as the chauffeur's image shown here are not usually marked.

Looking again at the back, fobs with a cross-hatch design stamped on the back are modern reproductions or "fantasy" items.

Any fobs marked "GEO" or Metal Arts Company" are modern reproductions.

Any fobs marked "Sterling" or "Coin Silver" are later reproductions, possibly created using old dies for the front image. Fobs that are chrome plated are of modern manufacture.

Fobs were die-stamped like coins. When gently "dropped" onto a smooth hard surface, there should be a notable "ring" rather than a dull-thud.

Quality is an important clue. Many reproduction fobs were cast metal and much crispness of detail is lost in the process. Watch for quality of production in the crispness of lettering and other detail, particularly when an auto is illustrated. Often times spokes in wheels will be ill-defined.

As with any "rule" or "guideline" there can be exceptions that only years of experience collecting can evaluate.

If you see a fob for sale on e-bay advertised as "original" or "Guaranteed old" or "vintage" don't believe what you are reading. It I came from an "old collection" or has been looked at by an "expert" that means absolutely nothing. The word "vintage" used to describe something means absolutely nothing except the seller wants the buyer to decide. Often, an item's description is listed simply as "used."

My own collection is "old" yet contains some reproduction items. Yes, in some cases I learned by trial and error! My collection also contains items given to me as gifts by well-intentioned friends. I'll treasure them forever but they are not "original."

"Never seen another" means the seller simply has not looked in the right place to find one. Chances are, the seller simply looked at items currently listed on the internet for sale. E-bay (I refer to it as "evil-bay") is NOT a reliable source of information regarding rarity or value. Even selling prices can be misleading. Asking prices - Hummmph!

It's taken me nearly 50 years to learn from other collectors and do my own independent research into the companies that made them and the automobiles they advertise. Still, there is more to learn but I'd be glad to share what I do know with anyone interested.

That's the beauty of collecting - getting to know others with similar interests, experience, and a willingness to share and collect together.

Happy collecting as always,

Terry



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



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Appraiser: Dan Ciccone - 757-391-9006

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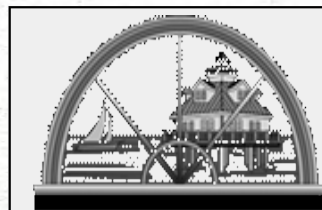
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