

# The Mudflap

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

Volume 58, Issue 8

August 2014

## Remember the Duck!

### Chrysler Museum of Art—Sat, 23 August

The TRAACA is headed to the Chrysler Museum of Art on Saturday, August 23rd, for a special guided tour. The museum reopened in May after a 17-month renovation and expansion. If you haven't been to the museum since it reopened, you owe it to yourself to see the new wings and exhibits.

We will meet at 9:30 AM in the reserved parking lot across the street from the main entrance. (See map on back cover.) Parking is reserved for the first 40 members that sign up for the tour. (All others will need to park in one of the museum's other lots.)

We will gather in the museum lobby at 10:00 AM, in groups of 25, for our guided tour. Admission to the museum is free, but we will pay \$1 each for the tour. At approx. 12:00 PM those who want a box lunch will meet in the lobby. (See the TRAACA website for

the box lunch choices ranging in prices from \$7.50—\$12.99 plus tax and beverage.) After lunch you are free to tour the museum and adjoining properties on your own. At 4:00 PM, members who want to go to dinner will depart for a nearby restaurant (TBD).

If you wish to go, please e-mail Dick Chipchak with the names of those in your party, the car you'll be driving, and your home & cell phone numbers. If you only want to go on the tour, pay Dick \$1 at the museum. If you want a box lunch, include your choice in your e-mail to Dick and mail him a check for the lunch, tax, and \$1 tour fee.

Dick Chipchak  
536 Still Harbor Lane  
Virginia Beach, VA 23464  
dpchipchak@aol.com

Have questions? Call Dick at home (495-0115) or his cell (716-472-4811).



### TRAACA CALENDAR

Check [local.aaca.org/tidewater](http://local.aaca.org/tidewater) for the latest info on upcoming events!

#### August 2014

- 6 TRAACA Board Meeting -  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport
- 21 TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport
- 23 Chrysler Museum Tour  
Norfolk, VA

#### September 2014

- 2 TRAACA Board Meeting -  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport
- 6 Bay Lakes Retirement  
Community Car Show  
Virginia Beach, VA
- 10 TCC Chapter Meeting  
TCC Regional Auto Center  
Chesapeake, VA
- 26 "Wings & Wheels" Meet  
Friday Night Social
- 27 TRAACA 41st Annual Meet  
"Wings and Wheels" at the  
Military Aviation Museum  
Virginia Beach, VA

#### October 2014

- 1 TRAACA Board Meeting -  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport
- 16 TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport



**CAUGHT IN THE HEADLIGHTS**—Bob Parrish & his 1966 Chevrolet Chevelle at the 2012 TRAACA "Wings and Wheels" Annual Meet. Read the story on Page 14.

# From the Driver's Seat

**Wes Neal**  
**TRAACA President**  
**wes.neal@cox.net**  
**(757) 321-6325**



*"All that I am or ever hope to be, I owe to my mother."*  
 – Abraham Lincoln (1809-1865)

I lost my mother, Teresa Elliott Neal, on July 12th. I want to thank all of you for your calls, cards, and visits. Her main Memorial Service will be Saturday, August 16, 2014 at 11:00 AM with a reception to follow at Thalia Lynn Baptist Church (next to Princess Anne High School) in Virginia Beach. All of you are invited. If you are not going to the Shriner's Car Show that day, please attend and bring an antique car to the service. I'm currently rebuilding my 1966 Mustang and working to get it there, too. This was one of the last rides for my Mom (see photo).

When I turned 16, my Mom took the time to help me learn to drive and get my driver's license. We did not have a second car in the family at the time, but she helped me buy my first car—my Grandmother's Chevrolet Bel Air. It had less than 35,000 mile at the time (1970), and the original title was dated the day I was born—I wish I had this one back!

My mom loved antique cars, too. She could identify most of the cars from the 1930s and 1940s just by looking at the front grilles. While living at Westminster-Canterbury, she looked forward to each time the

TRAACA brought the cars out. Although I could not attend, my Mom attended and stayed the whole time at our St. Patty's party at Westminster-Canterbury last March. She enjoyed the music, food, and meeting all of you—and always loved seeing the cars at her home.

As I write this before we have our main event in July, the weather looks perfect for the event, especially for late July. We combined our monthly activity and dinner into one event to ease the cost and bring out more members to participate with their cars. Please let me know how you enjoyed it. This month we will return to the Holiday Inn – Norfolk Airport for our normal monthly dinner and to talk about the big event in September: our "Wings & Wheels" Fall Meet. Our Club's finances continue to look strong and the Fall event with the November Silent Auction should set us up well for all the big activities planned in 2015.

Thanks for your support. **Drive Safe.**

*Wes Neal*



*Wes Neal's mother, Teresa Elliott Neal, enjoying his 1966 Mustang*

## 2014 TRAACA Officers & Board

**President - Wes Neal:** wes.neal@cox.net  
**Vice President - Jim Villers:** 190sljim@cox.net  
**Secretary - Melanie Kordis**  
**Treasurer - Chris (Kit) Lawrence**  
**Board - Tyler Gimbert**  
**Board - Marion McAlpine**  
**Board - Skip Patnode**  
**Board - Tim Russell**  
**President Emeritus - Bob Stein**

Visit us on the Internet at:  
[local.aaca.org/tidewater!](http://local.aaca.org/tidewater!)

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

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## Call Captain's Corner

**Calling Tree Chief Captain: Margie Ives**  
**(757) 547-2234**

<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Frank Waldner	430-2770
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Rhonda Russell	471-4031
Howi—Kni	Alan Ives	547-2234
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
Tre—Wor	Jane Cutright	479-4302

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## From the Running Board

### July 1, 2014 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:36 PM at the Holiday Inn—Norfolk Airport on Military Hwy. Directors present were Wes Neal (President), Jim Villers (Vice President), Melanie Kordis (Secretary), Kit Lawrence (Treasurer), and Past President Bob Stein. Board members present were Marion McAlpine and Skip Patnode. Also present were club members Dot Parish and Frank Lagana.

The Treasurer's report was read by Kit Lawrence.

#### COMMITTEE REPORTS

**Marketing/PR:** No report.

#### Youth Chapter:

Melanie and Dot will send an e-mail to youth members to participate (volunteer) in the Wings and Wheels TRAACA Meet on September 27, 2014.

#### Communications:

A suggestion was made to include the same activity schedule in *The Mudflap* and club webpage.

Request made for member's stories to be sent to Mark for inclusion in *The Mudflap*.

#### Activities:

Dot Parish took suggestions from the Board for activities and will present them at the next Activity Committee meeting.

#### Restaurants/dinner meetings:

Report submitted electronically by Marion McAlpine.

- The June dinner/activity will be a Garage Tour and Yorktown Battlefield Scavenger Hunt hosted by the Elliott's on Saturday, July 26.
- August dinner meeting to be held at the Holiday Inn—Norfolk Airport on Thursday, August 21st.
- September dinner meeting will be the pre-Wings & Wheels Meet social on Friday, 26 September.
- October dinner/activity will be a chili cook-off at the Milligan's.

#### Society:

- Report by Jim Villers—2 new members joined in June.
- No Sunshine Report submitted.

#### OLD BUSINESS

- Wes sent the "memorial brick" letter and donation check to the AACA Museum for the new Cammack Tucker Exhibit.
- Special thank you to Bob Hanbury for hosting the club for the Great Race BBQ on Tuesday, June 24th.

#### NEW BUSINESS

Wes suggested Cypress Point for future Board meetings. Members to e-mail their thoughts/interest to Wes.

## C O N T E N T S

Article	Page
From the Driver's Seat - Wes Neal .....	2
From the Running Board - Melanie Kordis .....	3
TRAACA Activity: Elliott Garage Tour - Bob Stein....	4-5
AACA Reliability Tour - Terry Bond .....	6-10
Name that Car Quiz .....	11
AACA Calendar.....	11
Still Collecting Stuff - Smoking Items - Terry Bond	12-13
Caught in the Headlights - Bob Parrish .....	14
The American Museum of Speed - Bob Parrish .....	15
TRAACA Members' Page .....	16
The Complete Toolbox—Tools You Should Have.....	16
Ford Model T Coupes - Andy Ott .....	17
Warbirds Over the Beach - Sam Kern .....	17
Rummage Box and Judges' Corner .....	18
Down the Road—Regional & Local Car Calendar. ....	19
Editor's Corner - Mark McAlpine.....	20

#### MEET ACTIVITY

- Committee progressing with plans for the 2015 AACA Eastern Spring Meet (30 Apr – 2 May 2015). Seed money distributed to John Gancel, Meet Treasurer.
- Shriners Car Show on August 16th needs judges—no experience is necessary. POC is Skip Panode. The Shriners are also accommodating an AACA member table.

The next board meeting will be Wednesday, August 6th, at 6:30pm at the Holiday Inn—Norfolk Airport.

There being no further business, the meeting was adjourned at 7:26 pm.

Respectfully submitted by  
Melanie Kordis, Secretary

## TRAACA AUGUST DINNER MEETING Thursday, August 21, 2014

This month's dinner is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA 23502. Dinner will be chicken Parmesan and lasagna. Our guest speaker is Mark McAlpine, who will be giving a presentation on the GM Heritage Center.

*Please remember that if you sign up for a club dinner, you are committed to paying for it whether or not you attend. Unless someone who hadn't signed up comes to the dinner and offsets your absence, the club must pay for your meal and loses money if you don't pay. Thank you for your understanding and cooperation.*

# TRAACA YORKTOWN SCAVENGER HUNT & PICNIC

Story by Bob Stein. Photos by Bob Stein, Mark McAlpine, and Marty Sugermeyer.

Were those ghosts of Revolutionary War soldiers seen wandering around the Yorktown Battlefield on July 26th? No—they were local car club members seeking answers for a Scavenger Hunt questionnaire in hopes of winning a small prize. It's not unusual for a summer picnic event to get a good turnout from the Tidewater Region folks, and when you add in members of the Northern Neck Region AACA, the Historic Virginia Peninsula Region AACA and the local Corvair club, you have a crowd! More than 100 people took part in the Yorktown Battlefield Scavenger Hunt and Picnic hosted by Jim and Donna Elliott at their amazing garage. The activity started off at 10 AM at the Yorktown Battlefield Visitor's Center and the distribution of questionnaires to over 40 cars. Participants had to tour the entire battlefield historic tour route and look for answers, which were usually found on the historical markers. However, those markers were scattered over the 7-mile driving tour on roads that wandered and sometimes crisscrossed among thick woods and rolling hills. For the next couple of hours, you could see antique cars rolling back and forth in every direction as they sought out clues. (Those who complained about driving around for two hours should remember that event planners Donna Elliott, Marion McAlpine and Leslie Scarpelli set the tour up by riding bicycles around the battlefield for THREE hours!)

When the tour was completed, it was time to motor over to the Elliott's garage—in this case a warehouse building that houses the bulk of the Elliott's collection. A catered picnic was set up with pre-ordered box lunches, beverages, and homemade desserts brought by club members. With more than a hundred folks arriving, the three-bay garage converted to dining room quickly filled up, so guests spilled over into the lobby, office, garage area, and then outside in the parking lot among the wildly varied cars. Not interested in the 1964 Chevrolet Super Sport coupe? How about the 1981 Ferrari 308? Or the 1954 Kaiser Manhattan? There was something for everyone's taste, and, as always, we had delicious food and great company to share it with.

During the picnic, a long-overdue presentation of the Old Dominion Meet Association (ODMA) Best in Show Trophy was made to Mark and Sue Strang, whose 1953 MG TD "Maggie" was selected as the best vehicle overall at the 2014 ODMA Meet held last May in Richmond. The trophy was so big that either Mark or Sue would have had to find other transportation home, but Richard and Sandy Hall graciously provided transport for it. Once everyone had finished eating, prizes were awarded for correct answers to the questionnaire, and then it was home on your own. A group of TRAACA members decided to roll down the Colonial parkway and take the

Jamestown Ferry to Surry, then take back roads to the Tidewater south side to avoid the inevitable summer traffic. Many thanks to Jim & Donna Elliott for their terrific hospitality and hard work, and to Mark & Marion McAlpine, Tony & Leslie Scarpelli and all the others who pulled together to make this a great event!



*Neil & Marty Sugermeyer's 1965 Rambler Classic 770 convertible*



*Classic cars on the scavenger hunt at Yorktown Battlefield*



*TRAACA members Linda & Bob Pellerin, Melanie Kordis, Skip Patnode, Ron Hartman, and Alfonso Ludovici look for answers*



*Classic cars patrolling Yorktown Battlefield*



*Jim & Donna Elliott's Garage*



*Neil Sugermeyer surveilling Yorktown's Surrender Field*



*Jim Elliott's First Grand National Award winning 1928 Auburn*



*It's all about the food!*



*Jim Villers and Jim Elliott trading stories*



*A portion of the Elliott's collection—all with low mileage.*



*Bill Wilcox and Melanie Kordis on the Jamestown ferry*

# AACA Reliability Tour—June 15-21, 2014

Story by Terry Bond. Photos by Terry and Susan Bond.



*Terry Bond readies his 1914 Ford Model T for the Reliability Tour*

Every other year, the AACA hosts a national Reliability Tour rotating among host regions in different parts of the country. Made for brass era (pre-1916) vehicles, this is an unequalled opportunity to hit the back roads with dozens of similarly afflicted early car enthusiasts who love to exercise their veteran vehicles. Sue and I have been hooked on this for a while now, having completed tours in Thomasville, Georgia, Richmond, Virginia, and now Lancaster, Pennsylvania.

This year was special. Our 1914 Ford T turned 100, and I was anxious to receive my AACA “Century Club” plaque. To qualify, we needed to either show the Model T or exercise it. I’m rather fond of the latter.

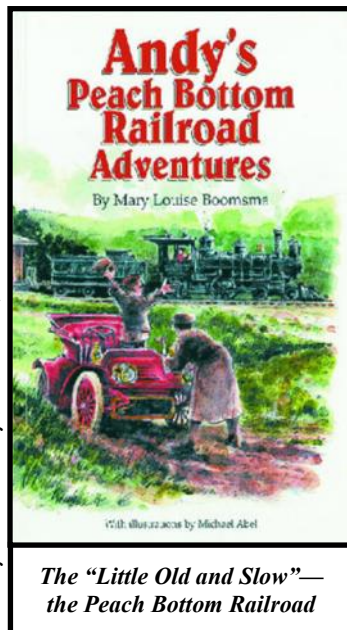
To get there, however, was a challenge. Sidetracking for a moment, we had also competed in the AACA Vintage Tour last year, which can encompass slightly newer vehicles (up to Model As) in addition to brass era. On the last Vintage Tour we suffered a cracked transmission drum and consequently needed to rebuild the transmission, which involved removing the engine, and nearly dismantling half the car to do that. I also had two new wood spoke wheels made and needed to finish them in proper shiny black paint. There are hours of work involved sanding, priming and sanding again. Of course two new front tires also would need to be mounted. Believe me, mounting clincher tires requires a whole new vocabulary!

Although I started over the winter, we were still “down to the wire” getting everything back together in time. Sue and I installed the engine and fired it all up just a week before the tour. We had only some up-and-down the road miles on it (maybe two?) before departure. I finished mounting the tires the day before heading up to Pennsylvania, and, with new wheel bearings installed, felt the rolling part would be no problem. The running and operating part might be another story, however. I expected to

need quite a few “adjustments” along the way before it was right, and I was not disappointed in the many chances to turn wrenches roadside while the transmission was still hot.

The theme of the tour was “Little Old and Slow.” It takes the name of an old railroad system that wound its way through that part of Lancaster County—the Peach Bottom Railroad. Many of the tour days we would follow the trail of the railroad. At one point on Friday we would even tour along the old railbed!

As an added bonus, there was a tour within a tour. Shorter routes were set for one- and two-cylinder cars. Called the “creepy crawl” tour, this would enable early one- and two-cylinder cars to travel along with us much of the way, but only cover half the distances. We were pleased to see that Reggie and Cindy Nash were bringing their 1904 Rambler.



*The “Little Old and Slow”—the Peach Bottom Railroad*



*Reggie & Cindy Nash's 1904 Rambler*

Arrival in Pennsylvania was on-target for the opening banquet. The car, of course, went up via trailer. I was accompanied by grandson Jack, who is now a tour veteran. Susan attended a graduation in Boone, NC, and met us in Pennsylvania, bringing her cousin’s youngest son, Cole, along for the trip. As a side note, Cole visited us a year ago and his first time ever driving a car was behind the wheel of that Model T. He was anxious for more time in the saddle!

We headed straight to the opening banquet held at a member's car collection—an impressive grouping of Pontiac muscle cars and memorabilia. The trip back to the host hotel gave us the first casualty of the tour. An early 1900 Locomobile steam car lost power going uphill, rolled back and keeled over sideways into a ditch. One wheel was damaged, but the rest of the car was okay, just unable to tour any further!

The DoubleTree Resort was beautiful. The setting was ideal. As we reviewed the tour booklet we realized we were in for some amazing back roads, small towns, sights and challenges. Average daily tour length was in excess of 80 miles! We'd later find out that some of our wrong turns would bring that daily total to 100 miles.

The weather was going to be fantastic. We were ready, along with over 50 others who were assembled at the host hotel. There were cars you may never have heard of before—Dorris, Cowey Flyer, Abbott Detroit, Pullman, Marmon, and of course a dose of Model Ts, the usual Chalmers, Franklins Whites, Locomobiles, Overlands, Buicks, Cadillacs, and others.



*1913 Cowey Flyer—the only one known to exist.*

Monday was an early start for a long day. The brass was shiny, the black gleamed, the new tires and wheels were ready to roll, and the car started easily at the second pull on the crank.

Before we had gone a mile, the directions moved us quickly to a back road. We were in the country! Before we hardly had time to enjoy the cool morning, it was another turn, followed quickly by another . . . and another. The directions were coming so fast it was hard to keep on track. We were in company with others equally challenged with the increasing frequency of narrow twists, turns, and steep hills. There were sometimes long, slow climbs, sometimes narrow twists over single-lane bridges, and sometimes stops at the top of blind hills. But everywhere there was beautiful country scenery, open fields, Amish farms, small villages full of historic buildings and, oh, those fabulous covered bridges! We followed the trail of the Maryland & Pennsylvania Railroad on Monday.

The Model T is not a speed-demon. It can be downright slow on a steep climb in low gear. There is an urban legend about the T that we nearly proved true. One hill was so steep, the gravity fed fuel system functioned as it was intended—the gas flows best downhill. This works fine unless the gas tank is lower than the carburetor on a steep uphill climb. Henry's "law of forward motion"—



*1913 Dorris Touring*



*1914 Abbott Detroit*



*1911 White gasoline-powered touring car*

“Gas does not flow uphill!” Yes, as we neared the crest of one very steep hill, after a long arduous climb, the car began to sputter, starving for fuel. Thankfully, we crested the top before we needed to go back down and start over—in reverse! We later learned a neat trick from the owner of a 1912 Buick. He used a squeeze bulb from an old blood pressure cuff and had it rigged to pump pressure into his fuel tank when needed. (We wondered what that funny little thing was dangling outside his car.)

The T can be frightening on a steep downhill. You know that the brake pedal does not operate on the wheels—it merely tightens a band on a transmission drum. Within a few miles, we needed an Indy 500-style pit stop to make an adjustment for more brake. Everyone had their assignments, and, before we had the car shut off on the side of the road, the tool box was out, a towel was draped on the running board and the proper tools were laid out ready for surgery. Within minutes, Cole and Jack had the floorboards out, and I was unscrewing transmission cover bolts to access the mysterious inner workings. Having been in there before had removed much of the mystery, and I knew precisely what it needed and how much of it. We were on the road again in minutes with a fully operating brake pedal, ready for the next descent.

After a while, we ended up at Muddy Creek Forks—a historic mill—for a nice break. There was an ample supply of refreshments available, an old country store, a working mill, and a small-gauge railroad to ride a short distance.



*The Pit Crew in action—everyone had a job!*

Another casualty occurred when an Overland lost brakes coming downhill and bumped against a Model T. The cars appeared to be fine, but the front wheels of the T were “adjusted” so both of them pointed severely inward. One spindle arm had been bent at a 45 degree angle on impact, rendering the car undrivable.

On the ride home we missed a turn and had to navigate the two worst hills a second time! Another brake band adjustment was required that evening.

Once the T was safely back, we ventured out to the

Calvin High collection of Duesenbergs and other finely restored classics. While there, several veteran tour participants said this was positively the most difficult single day they had experienced. We felt justifiably exhausted!

We slept well that night, thankful that such a demanding and challenging day went so well for the freshly assembled T and its passengers.

Temperatures were up Tuesday, but we were treated to a more restful, shorter tour day. Our first stop (donuts, of course!) was at Green Acres Bed & Breakfast, a historic home and site of a farm of pet-able animals. The line-up of brass age cars on the roadside was impressive.



*An impressive lineup of brass-era cars*

We got a big surprise here as a couple of the tourists staying at the B&B turned out to be neighbors of ours that we didn’t know. They live just behind us (through the woods). They’ll be over soon to look at our car collection and museum.

Next there was a quite restful stop in the historic town of Litiz. We were in the city park under plenty of shade trees. Good shopping and a wonderful lunch in an authentic Irish pub made it a great day. We also got to tour the Wilbur Chocolate factory and visit a couple of antique shops. That evening we attended a special presentation on the Peach Bottom Railroad—“the Little Old and Low”—and learned more about the routes we would travel later in the week.

Wednesday was even hotter and the humidity was up. We toured on to Historic Poole Forge, then after another challenging run over back roads, covered bridges, even some unpaved sections, we continued on to our lunch stop at the Timbers Restaurant and Dinner Theater in Mt. Gretna. En route to the restaurant we suffered another casualty—a 1912 Buick lost two lock rings (necessary to keep a rear tire on the wheel). Only one of them was recovered in the nearby woods. At lunch we learned of a rear end on a Model T that decided to come apart and a connecting rod on another car that loosened up. One of the Pullmans was home suffering from repeated tire problems. An Overland lost its magneto. After a quick stop at Mt. Gretna, it was back to the hotel once again. That evening, we ate ice cream at the Silver Mine Park and had a look at an old silver mine. No souvenirs.





*2014 Reliability Tour brass-era cars at Historic Poole Forge*

On Thursday the weather changed dramatically. It was fairly cool and a nice breeze blew throughout the day. We were treated to a tour of the Conestoga Museum—a wonderful place full of local history and artifacts including, of course, early Conestoga wagons. It had to rain at least one day, and this was it. A good shower descended on us just as we were leaving our lunch stop (family style at the “Plain & Fancy Farm Restaurant” in Bird-in-Hand, PA).



*The Conestoga Area Historical Society Museum in Conestoga, PA*

We were in the heart of Amish country and were surprised at how the Amish seem to have embraced tourism. I guess it's a very profitable thing, so why not take advantage of it! There were Amish buggy rides, Amish furniture, authentic Amish souvenirs, Amish cooking and just about anything you could think of. There were even photo booths where you could dress appropriately and have your picture taken. One amazing thing we saw was the buggy rides. Large carriages, driven by Amish-appearing gentlemen, filled with tourists snapping their cameras like crazy. When the old cars drove by, they took our pictures, no doubt thinking we were part of the entertainment!

We were amazed to pass an automotive alternator/generator/electric repair shop run by Amish, and it was

becoming fairly common to see Amish-attired men and women operating gas-powered weedwackers and pressure washing equipment. One sight I wish I had photographed was a line of Amish buggies lined up at the ATM drive-through at a corner bank. We tend to make far too many assumptions about other cultures.

The town of Intercourse is a popular tourist trap with so many souvenir shops that they all begin to look alike after a while. I often wonder if it would have become such a popular stop if its name was different?

The rain intensified, so we left early and motored on towards home-base. Arriving early, we ran back to Litiz in the van to pick up something Sue had purchased, but which wouldn't fit into the Model T. We also made a stop at the Strausburg antique mall for some treasure hunting. Not surprising, it was full of Reliability Tour participants.

By now, the brass was tarnished (and rain spotted), the car was generally dirty and its newly painted wheels were covered with mud from the several unpaved roads we had travelled during the week. Everyone was getting tired, but we were proud of the T's performance. After another transmission adjustment that evening, we were ready for more! That evening, there was a scheduled Gaslight Tour through an adjacent retirement community. The Double-Tree Resort borders a large, upscale community of condominiums, duplex homes, assisted living and long-term care facilities. We managed to polish the brass radiator and then joined all the other cars to parade the five miles through the village, circling through each court and roadway.

The event had been very well publicized as there were hundreds of families lining the entire route. As it got dark and lanterns flickered, the crowd greeted us with cheers, waves and applause. It was a thrill to see them so excited for our early cars. I'm sure many of the residents remembered the cars when they were still driven regularly. Perhaps a few of them even learned to drive on a Model T.

Friday can normally be counted on as an easy tour day. Everyone wants to get in early, put the car away and



*The Reliability Tour heads out on the Gaslight Tour*



*Another impressive covered bridge in rural Pennsylvania*



*The Pit Crew in action—everyone had a job!*

freshen up for the closing banquet. Not so here. Friday was another long tour day, with many more challenging roads.

After a nice donut stop at a volunteer fire company, we toured an amazing collection (a hoard) of antique tractors and engines. I heard several wives comment that never again will they complain about the spouse's "collections."



*Another impressive covered bridge in rural Pennsylvania*

After a couple of covered bridges, we soon descended into "the hollars." A tree-shaded road soon narrowed to a simple single cowpath of mud-filled ruts and washed-out sections. We were on the old railbed of the original Peach Bottom Railway! We passed a couple of abandoned rail stations, then all signs of civilization disappeared except for the brass age cars bouncing among the ruts. We were alongside a stream and swiftly moved among rocks and took the same twists and turns as the roadway. Three times, the road crossed the stream and we had the chance to soak our wheels in the swiftly moving water.

After nearly three miles of crawling along at a snail's pace we exited onto paved road. Relief was fleeting, however, as we discovered six different pathways converging at the base of a narrow bridge. Six brass cars converged from all six directions, and none of us knew which way was home! The directions were wrong someplace (or were we wrong someplace?). It was quite a sight to see everyone looking at everyone else wondering

who knew the way home—when actually nobody did!

Two-by-two, cars departed in different directions, hopeful of regaining the tour route. We followed a couple driving modern, and eventually they picked up a GPS signal, only to lead us to a closed road! Eventually though, after another brake band adjustment, and redoing a couple of very steep hills, we found our way back to the hotel just in time to clean up for a much welcome cocktail hour.

After much deserved refreshment and food, and a few speeches, the 2014 Reliability tour came to a close. We had survived! The Model T performed amazingly well. Nothing broke and nothing fell off, and it still looks pretty good. While there were wheel bearing problems, tire and wheel issues, mechanical maladies of all description, and even a couple of fender-benders surrounding us, we finished the tour successfully. Cole and Jack got along famously and were both very helpful at our several pit stops, and Susan and I are still on speaking terms. (She is one heck of a great navigator, despite the tour book literally falling apart en route and a few direction problems.) And, best of all, we revisited some history by traveling roads that time forgot.

Another interesting side note for those who are also members of the Buzzards Breath Touring Region (a non-geographic Region of AACA with a focus on touring): the region was founded years ago by a group that included past AACA National Presidents Ron Barnett and Janet Ricketts, both unfortunately now deceased. On the tour this year was Sally Barnett, her son Sam and grandson Alex, and Tracey Leshner, daughter of Janet and John Ricketts. Tracey is married to Jeff Leshner, who helped organize the tour. Indeed, the torch is passing to a new generation!

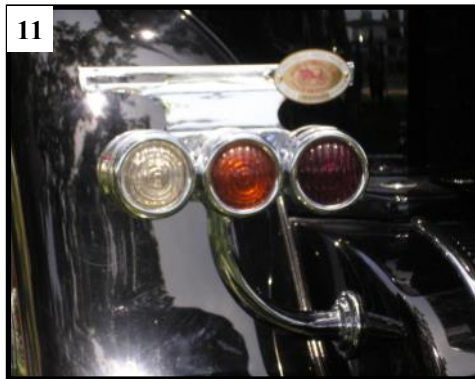
Reliability Tours go back a hundred years. They were created to test man and machine in motoring's infancy. It sorted out the cars that would later populate America's highways. This modern recreation was no different. It was indeed a test of man and machine. After all, that's why it's called a "Reliability Tour."

Pondering it all from the easy chair at home, there is something incredibly satisfying about doing this in a 100-year old car that you've put together yourself.

# Name that Car

Game and photos by Mark McAlpine

Identify the year, make, and model of the automobiles below with your only clues being their taillights. (The answers are at the bottom of the page.)



ANSWERS: 1. 1946 Packard Touring Coupe; 2. 1956 Chevrolet Bel Air; 3. 1956 Mercury Montclair; 4. 1947 Buick Sedan; 5. 1956 DeSoto Adventurer; 6. 1957 Ford Thunderbird; 7. 1962 Oldsmobile Starfire; 8. 1957 BMW Isetta; 9. 1964 Plymouth Barracuda; 10. 1965 Pontiac 2+2; 11. 1932 Pierce-Arrow Convertible Sedan.



## AACA Calendar of Events

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

### August 2014

31 Jul- Central Fall Meet  
2 Aug Oconomowoc, WI

14-16 Central Division Tour  
Texas Panhandle

### September 2014

8-12 Sentimental Tour  
ME / NH / MA

18-20 Western Fall Meet  
Big Sky, MT

21-26 Revival Glidden Tour  
Defiance, OH

### October 2014

8-11 Eastern Fall Meet  
Hershey, PA

20-24 Founders Tour  
NJ

### February 2015

12-14 AACA Annual Meeting  
Philadelphia, PA

### March 2015

6-8 Winter Meet  
San Juan, Puerto Rico

18-21 Dual Grand National Meet  
and Western Spring Meet  
Tucson, AZ

### April 2015

9-12 Southeastern Spring Meet  
Charlotte, NC

30- Eastern Spring Meet  
2 May Virginia Beach, VA

### May 2015

30 Apr- Eastern Spring Meet  
2 May Virginia Beach, VA

4-6 SE Divisional Tour  
Knoxville, TN

7-9 Central Spring Meet  
Auburn, IN

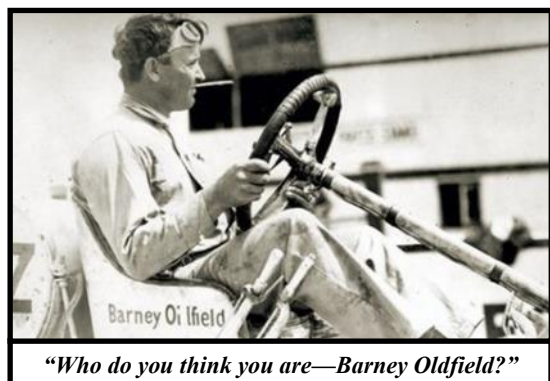


# Still Collecting Stuff Smoking Paraphernalia

By Terry Bond

I'll also label this article "huffing and puffing through automobilia" with reference to the dying art of smoking. No offense to the smokers still among us, but it seems to be a dying fashion.

There was a time, though, when smoking was certainly a fashionable gentleman's "sport." The combination of bowler hat, fancy waistcoat and big cigar made the gentleman of the early 1900s. It set one apart from the crowd and instantly reeked of stature (as well as the foul odor of burnt tobacco). If you were of the true leisure set, you probably were also one of those who smoked cigars and motored about. Picture the powerful image of a dashing Barney Oldfield chomping on his cigar after a match race in his 1908 Buick!



*"Who do you think you are—Barney Oldfield?"*



*An early Silver Vesta (match safe) with motoring scene*

You had arrived in society if you had a car, and of course you tended to flaunt it via your personal objects.

That included your smoking associated paraphernalia.

At the turn of the century we found smoker's items in all forms. There were small silver match safes (called Vestas) showing automotive images. There were cigar and cigarette cases with motoring scenes on them. There were cigar cutters, pipe tampers, even carved pipes themselves showing a chauffeur's head on the bowl, or perhaps even carved in the shape of an automobile.

The pipe below was an advertisement for the 1904 Peugeot and was a souvenir item from the St. Louis

World's Fair that year. It was available at the Peugeot exhibition booth at the event. They are quite rare



*1904 Peugeot advertising pipe*

and most are missing wheels or the Bakelite pipe stem.

Of course there were ash trays in the shapes of spoke wheels, and trays depicting motoring scenes of all kind. There were large desk sets that were made of wood and metal—lift the seat and pick out a cigar. Matches were under the hood, and you struck them on the radiator grille.

In my own collection there are also tobacco jars and humidors in the shapes of chauffeurs heads and even automobiles themselves. One bisque smokers desk set is especially rare. It is one of several used by the Automobile Club of Belgium in the early 1900s. I have seen a photograph of the interior of the club smoking lounge and map room circa 1905 showing this piece on a table. The club was a place motormen could go to plan their next journey using official automobile club route maps while enjoying a cigar and brandy. The history of this object was relayed to me by a French collector from whom I acquired it.



*Majolica motorist head humidors. The hat is removable to store tobacco inside the figure.*

When I mention that I collect automotive smokers items, thoughts generally turn to those small rubber tire/glass ash tray combinations that come in endless variety of advertising motif. Sure, I've got a few of those, but—in keeping with my theme "the older the better"—it's the earliest material that strikes my fancy as well as my pipe.

Mostly however, I prefer what is also known in this hobby as "everyday objects" or "usables." These were items that saw everyday use and were decorated with or in the shapes of autos, automotive scenes and images. They are made of ceramic, bronze, silver, brass, wood, porcelain, and just about any medium you can imagine.

Since they were actually used, it's not uncommon to find signs of wear and tear on them. I'll call that

“patina.” Hunting only pristine objects in this category is difficult, and perfect objects command strong prices at automobilia auctions. Still however, bargains can come in surprising places. Antique shops and malls have given me a lot of good material, but keep your eyes moving and don’t be afraid to spend time looking at a cabinet full of ceramic figurines in some dusty antique store.

Searching ebay can be a challenge, and it’s hard for a lot of dealers to accurately categorize these items. There is a separate section there for smoking collectibles but it’s a long wait between great discoveries. Better luck can be had simply by keeping an eye on “china and porcelain.” I delight in finding things misidentified or placed into the wrong category.

It’s difficult to talk about values without cautioning you about fakes and forgeries. Those beautiful silver cigarette cases with hand-done enameled motoring scenes pictured here are widely reproduced in the Far East. The “read deal” is worth several thousand dollars. The fakes take an experienced eye to detect, but are simply newly made novelty items. If you’ve handled the real item, the quality is unmistakable.

Vestas represent decent opportunities. They do turn up in antique markets so don’t walk past the jewelry dealers next time you are at a good flea market. Prime stuff can go into the hundreds, but good bargains can still come home at less than a hundred bucks.



*Fake Pennsylvania Vacuum Cup tire ashtray*



*Authentic Pennsylvania Vacuum Cup tire ashtray.*

There should almost be a separate column on those tire ash trays, but I’ll close that topic with one word of caution here.

There is one glass advertising ashtray for the Pennsylvania Vacuum Cup tire that has been extensively reproduced. You’ll find them all over in brightly colored glass. They are all recent fakes. The originals were clear glass with frosted grayish-white colored tire tread, and red lettering on the company logo. I’m showing photos of both my original piece and one of the recasts. A good original can be found at \$150 or less. The reproductions are

worthless.

The pictures below clearly illustrate the differences. You’ll find the colored glass versions in all kinds of colors—blue, yellow, amber, green, etc. There are even some totally clear ones out there, so beware.

Smoker’s items are cross-over collectibles. We compete with automobilia collectors, as well as those who specialize only in smoker’s items. That drives up prices!

There should also be a separate column on tobacco trading cards, as there are many varieties of them. We could also spend time on cigar box labels, tobacco packets and even tobacco silks—those wonderful little flags that came as premiums in tobacco packets a hundred years ago. I’ve included a couple of photos to illustrate. Matchbooks themselves are in a whole world alone, and I’ve already shown you my match box label collection.

Just for those of us who have become historians (and travelers) on the Lincoln Highway, there is even a cigar box (labels and cigar bands) for Lincoln Highway Cigars.

If you love automobile accessories, you can also collect smoker’s vanities from early cars. Here are a couple of neat ones, including a nice nickel-plated unit for an early Morris. This pre-dates my 1935 Morris by more than a decade, but it’s a rare piece and a prize in my collection. There are others made for specific cars, and you’ll sometimes find them with clocks in them or auto emblems on them that identify them to specific car makes. Those can get quite pricy!



*Smoker’s vanity from early Morris*

So, whether you smoke or not, you’ll surely understand it’s always been an important part of our society, and the combination of smoking and motoring was historically significant. It’s a fascinating category of automobilia, full of great objects in all price ranges, so enjoy the photos and enjoy collecting.

*Terry Bond*



*Smoker’s vanity*

# Caught in the Headlights—TRAACA Members & Their Cars

## *Bob Parrish's 1966 Chevrolet Chevelle Super Sport*

### Story and photos by Bob Parrish



*Bob Parrish's Chevelle tearing up the track at Suffolk Raceway*

My 1966 Chevrolet Chevelle began its life as a Super Sport 396, 4-speed, Posi-Traction, 13817, Marina Blue Metallic car. [Editor's Note: A Vehicle Identification Number—VIN—beginning with 13817 signifies a Chevrolet Malibu Super Sport two-door sport coupe.] It was built the first week of June 1966 at the Chevrolet Plant in Atlanta, Georgia, and shipped to the Tampa, Florida, area. In 1970 a previous owner purchased it off a used car lot in Tampa, Florida, and shipped it to Norfolk, Virginia, where it was prepared to be a drag race car. A Corvette 327-cubic inch engine was installed so that the car could compete in "C" Stock Class. To accomplish this, all the Super Sport emblems were removed and replaced with Malibu badging. Many Chevelle Malibus have been cloned into Super Sport models, but this could be the only original Super Sport Chevelle converted to a Malibu for a different purpose—racing!

When I found this Chevelle and learned about its history and the reason for its Malibu badging, grille, hood, the SS-396 badge missing from the rear panel, and the installation of a brake line lock and airbag-assisted real coil springs, I was determined to return the car back to its original, new, factory-correct, condition that it deserved.

The car was raced from 1973-1986 at East Coast drag strips, most often in Suffolk, VA. It had been painted gold, later dark blue with a white hood, trunk and lower quarter panels and rockers. The Chevelle's best performance on the quarter mile strip was 11:50 at 112 mph.

I bought the Chevelle in June 2007 from Mr. Bob Re-pass in Norfolk, VA, who had owned it for the last 21 years. The car came with the original 396 engine and some of the Super Sport appointments. I immediately began to disassemble and prepare it for the paint shop. All of the body panels were original and without rust. The interior and tinted side glass were also original.

However, I had to purchase an SS hood and grille. The car was repainted the original FF (body color code) Marina Blue Metallic.

The L-34 360-hp 396-ci engine was completely rebuilt and blueprinted. The M-20 Muncie 4-speed transmission was also rebuilt, along the 12-bolt Posi-traction rear axle. I did not lift off the body because it had been done at an earlier time and there was no need to do it again.

The Chevelle's restoration was completed in March 2012. The next month we took it to the AACA Southeastern Spring Meet in Charlotte where it received its First Junior Award. We took it back to the Charlotte for the 2013 Southeastern Spring Meet and it received its Senior Award. We're considering taking the it to the 2016 Grand National Meet in Williamsport, PA, (the next Grand National to be held in the eastern United States) to try for its Grand National First Prize.



*Rebuilt L-34 396-ci, 360-hp engine in Bob's 1966 Chevelle SS-396*



*All original interior of Bob's 1966 Chevelle SS-396*

# The Museum of American Speed The Smith Collection—Lincoln, NE

Story by Bob Parrish. Photos by Bernie Golias.



*1938 Blue Crown Special Indy Car at Museum of American Speed*



*Bob Parrish in front of Louis Chevrolet's 1914 Cornelian race car*

While attending the AACA Board Meeting at the AACA Central Spring Meet in Lincoln, NE, on 26-28 June, I had an opportunity to visit the collection of “Speedy” Bill Smith, truly a legend of his time. Speedy was known both for racing and for producing and selling racing equipment for the world of speed. He accumulated a tremendous collection of historical race cars dating from the past 100 years, ranging from early dirt- and board-track cars to Midget, Sprint, NASCAR, dragster, and Indy racecars.

The 1914 Cornelian race car that Louis Chevrolet modified and drove at 1915 Indianapolis 500 was there—where else?—in the Brickyard Room. [Editor’s Note: Unfortunately, Louis didn’t finish the race—he had to drop out after only 76 laps due to a engine valve problem.] There were examples of early experimental Ford Model Ts and other early automobiles. Have you ever seen a 6-cylinder Model T? One was there.

The museum was opened in 1992 by “Speedy” Bill and his wife Joyce. It is a beautiful three-story building with marble floors and all displays tastefully presented. Among the collection is the world’s largest collection of race and experimental engines. There were also over 1,000 pedal cars, mostly original, and another room of vintage toys, tools, lunchboxes and record albums that are automotive-themed. In addition to the race cars, there are also a number of custom hot rod show vehicles.

Unfortunately, Mr. Smith passed away three weeks prior to my visit, but the museum collection will remain in place.

Located in the nation’s heartland of Nebraska is one of the best automotive secrets. I would certainly recommend visiting this collection when you have the opportunity.



*Automobilia collection display at the American Museum of Speed*



*“Speedy” Bill Smith’s lunchbox collection display*



# TRAACA MEMBERS' PAGE

## Welcome to Our New Members!

**Terry & Betty Banbury**  
 Chesapeake, VA  
 - 1967 Cobra reproduction  
 - 1978 Chevrolet Corvette  
 - 1983 BMW Motorcycle



## Members celebrating birthdays in August



**George Gurnee**  
**Alfonso Ludovici**  
**Carol Milligan**  
**Wayne Milligan**  
**Gerard Olson**  
**Bob Parrish**



## Members celebrating anniversaries in August



**Bill & Liz Coburn**  
**Perry & Kathy Kellam**  
**Kit & Bette Lawrence**  
**Bob & Dot Parrish**

### *More photos from the tour of the Elliott's garage on July 26, 2014*



*TRAACA, HVPRAACA, NNRACA, and Corvair Club members refuel after the scavenger hunt at the Yorktown Battlefield National Park*

*Jim Elliott's 2010 Chevrolet Camaro SS (left) and 1997 Chevrolet Camaro Z-28 Indianapolis 500 Pace Car (right)*



## Sunshine Report

Condolences are extended to the following members who lost loved ones in July:

- **Wes Neal's mother, Teresa Elliott Neal**, passed away on July 12th. She was living at Westminster-Canterbury in Virginia Beach, and had been ill for some time.
- **Betty Villers' mother, Elizabeth Morris**, passed away in Richmond, VA, on July 2nd.
- **Longtime member Ed Lail** passed away on July 22nd. Ed and Ginny Lail were active members in the TRAACA for many years. They moved to San Diego, CA, to be closer to their children.

Our thoughts & prayers go out to the following members:

- **Ivan Joslin** had surgery on July 17th, in Orlando, FL. He'll have a 6-to-7 week recovery period, then have a second surgery to replace the removed prosthesis.
- **Vito Serrone** is still at home awaiting his next doctor's appointment to determine when they will perform his open heart surgery. His next doctor's appointment is August 16th.

*Please provide info on any illnesses or deaths within the club to Toni McChesney at 456-2806 or toni56chevy@cox.net.*

## The Complete Toolbox

*Tools every mechanic should have in his/her toolbox.*

You won't need this tool often, but—when you need it—it's priceless. This is a special two-in-one 1" and 1-1/16" socket for engine oil pressure sending units and signal sockets. This particular one is a 3/8" drive SK Tools socket (#4488). I think I paid something like \$10 for two of them about three years ago. A recent Internet search found them going for \$5-20 each on ebay and other sites.

*(Suggested by Mark McAlpine)*







1917 (L) and 1923 Ford Model T Coupelets

## Ford Model T Coupes

Story and Photo by Andy Ott

In cleaning out some junk, I found this photo of my Model T Coupes—a 1917 on the left and a 1923 on the right. The photo was taken in 1997, shortly after I bought the 1917. They were each tired, but running, unrestored cars with original upholstery when I got them. The 1923 has been underway many times, primarily with many members of our TRAACA Youth Group either as the passenger or, in some cases, as the student driver. Both cars are now undergoing frame-up mechanical restorations and exterior repainting, but my current intention is to leave the interiors original if that can be done reasonably.

Of course I have a serious passion for coupes in general—most of my old cars are coupes. What fascinates me with these particular cars is their first-blush similarity,

and then, with a second look, their total difference. The range of 1917 through 1923 covers the entire interval of Ford's production of this particular style of coupe, characterized by suicide doors and "phone-booth" appearance.

None of these coupes are common today, but the 1917 coupe on the left is really unique. In 1917 Ford brought out three siblings, all called "coupelets." First there was the convertible coupelet (rare now), then the pillarless, curved-top type (only two or three remain), and, finally, the pillarless squared-top type like my car (which is the style continued through 1918).

The term "pillarless" refers to the fact that the car is more like a roadster with a hard top than a coupe. The doors only extend halfway up, but have glass door windows that lift up and down with straps. The back quarter windows similarly can be lowered with straps, becoming in effect the first "hardtop." During 1917, the last style "coupelet" was renamed the "coupe," and, as they say, the rest is history.

The 1923 coupe on the right is at the other end of the 1917-1923 style of Model T coupes. By 1923, it looks very much like its 1917 predecessor, but on close inspection it is almost completely different. To begin with, it has a starter, whereas the 1917 model was a hand-crank car. The doors were now complete doors extending to the top of the car, and the pillar behind the door was a permanent structural component of the car. Other significant differences include demountable wheels, and a spare tire. In fact, if one is counting, there are at least a hundred differences between these two cars.

## Warbirds Over the Beach

Story by Sam Kern. Photo by Mickey McChesney

On May 16-18, the TRAACA once again supported the "Warbirds Over the Beach" annual event at the Military Aviation Museum in Virginia Beach, a celebration of WWII aircraft and the pilots and aircraft who helped achieve victory for the Allies. Our members' cars were prominently displayed in the museum's Army and Navy hangars.

Mickey & Toni McChesney displayed their 1940 Buick Super 2-door coupe; Ken & Barb Talley displayed their 1939 Mercury Sedan; and Rad & Margie Tillett displayed their 1942 Ford GPW Jeep.

This year's "Warbirds" event was a huge success for the museum. There were air shows featuring numerous aircraft of many different countries (including some of "the enemy"), huge spectator crowds, authentic reenactments, the museum itself, entertainment, and, of course, lots of food. It should be noted that a number of TRAACA members serve as Museum Volunteers.

Despite some news to the contrary, the Military Aviation Museum is doing extremely well: it is a very active



Mickey McChesney's 1940 Buick Super 2-door coupe

and vibrant community resource eliciting both our individual and club's participation. Its next major scheduled events are the 3rd Annual Competition Plane Pull (benefitting Promise Places, a non-denominational ministry whose primary goal is to provide non-institutional housing for the mentally disabled) on Saturday, September 13th, and the TRACCA's "Wings & Wheels" Annual Meet on Saturday, September 27th.



# AACA Tire Basics (Revised)

By Eric Marsh, AACA Tires CJE Instructor

(Reprinted from the June 2014 AACA Judges Newsletter, *The Judge*)

The AACA General Policy is the baseline for how we present our vehicles on a field at an AACA National Meet. It states “The objective of AACA Judging is to evaluate an antique vehicle which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle.”

It is up to the vehicle owner to understand this and do their level best to get their vehicle in compliance supported by factory documentation. Most owners take this seriously and research their vehicles extensively during the restoration process.

Our judges are instructed to review the vehicles for authenticity first and workmanship second. These individuals are all volunteers who study their craft at their own expense in an attempt to build a personal knowledge base and experience. The Continuing Judge’s Education (CJE) program offers nearly 25 subjects to assist in this exercise. One of those courses is on tires.

Many of our AACA judges and the occasional owner attend this class at each AACA National Meet and will often comment that they feel the subject to be complex and even overwhelming. They’ll refer to the multiple page ads in Hemming’s Magazine and question how anyone can be on top of it all.

This is when it is suggested that everyone take a breath and attempt to focus on the basics. We are looking first for size/type and tire condition second. We seldom see any issues with size as most deductions will be the result of incorrect type and occasionally deductions for condition (wear, cracked sidewalls, yellowing of whitewalls, etc.).

A brief review of history (1895-1989) is helpful when looking at the type of tire for the vehicle. Look at that timeline from left to right starting with 1895. We basically had wagon wheels with iron bands followed by rubber over the iron bands, followed by solid rubber and

then pneumatic tires. We stayed with these bias type (with inner tubes) pneumatic tires from then on, through WWII and into the 1950s. Tubeless type bias plies then became the norm in 1955 (1954 on Packards) and we continued on into the 1960s.

Now radial ply tires had been developed and offered up to Detroit since 1945 but were not utilized due to higher cost. They were identified with a standard numbering identification and are still available today. We now call them Eurometric. General Motors started their utilization in 1967 followed by Ford in 1969 and Chrysler in 1973. In all three manufacturers, this conversion of bias type to radial was a multi-year process.

Along came the 1970s and it was determined that the USA should convert from standard to metric scale measurements. This exercise lasted about three years and was abandoned. What did happen during this time was the introduction of P-Metric radials in 1979. We have been running on both Eurometrics and P-Metrics ever since.

So, our vehicle owners utilize factory documentation and our judges verify by reviewing factory documentation. There has recently been an unfortunate disruption to the restoration process from our tire supply chain. Some radial type tires are now being manufactured to look like bias ply tires. These tires are not authentic and are therefore non-compliant with our AACA General Policy. Some of our members have restored their vehicles using these tires. In some cases this was a lack of due diligence on the part of the vehicle owner. In other cases, it was a conscious act on the part of the supplier to knowingly sell our members the wrong tires.

We are a club but we are also educators. We are committed to help the public understand the history of our vehicles with the proper presentation of our work efforts. Completing a correct restoration can often be an arduous task. When it comes to tires, we now unfortunately have to work just a little harder.

## JUDGES’ CORNER



By Read Majors

AACA VP—Judge’s Training

(Excerpted from June 2014 *The Judge*)

Judging issues never go away, but I believe we are making progress to correct some of the biggest snags. As I have said repeatedly, judging school teaches fundamentals of policy and procedure. Most judges get this. The others who refuse to follow our etiquette and process guidelines are either slow

learners or indifferent. This small group casts a shadow on the excellent performance of the rest. Making simple mistakes is not my target. We all blunder from time to time and usually we fix it right away and there is no lingering effect. The judge who “knows-it-all” or has their own “system” is the person that turns our cool running engine into a scalding, piston seizing pile of junk. We need all mules pulling in the same direction. I remind each of you to be aware of registration deadlines and get your paperwork in early. Pretend you are dealing with the IRS and consider how they would accept your excuse! See you on the field.

## First Annual Troop 313 Car Show

Saturday, August 9th, 2014 10:00AM till 3:00PM  
Newport News Park Polo Field, Newport News, VA

Open to all Makes, Models, and Years

Registration: \$20. [Editor Note: Preregistration closed July 31.]  
Registration 9:00 AM—12 PM. Balloting closes at 1:30 PM. Awards at 2:30 PM.

POCs: Clay Drnec, (804) 824-9198 or e-mail: clay.drnec@cox.net  
John Wintink, (757) 508-4661 or e-mail: rottiel@cox.net



Khedive Autos Shriners'

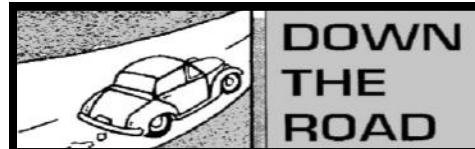
## 23rd Annual Fun-n-Shine Car Show

Saturday, August 16th, 2014 10:00AM till 3:00PM  
The Shrine Center, 645 Woodlake Drive, Chesapeake, VA

16th Annual Craft Show inside comfortable, air-conditioned  
building with lots of crafters, vendors, food and restrooms.  
Free Admission!!


Registration Fee: \$25 (pre-registration must be received by Aug 9th)  
(pre-register second family vehicle for \$15—eligible for judging only)  
Free Car Show T-shirt to first 100 registered vehicles by Aug 9th  
Dash Plaques to all entries  
Trophy Presentations start at 3:00PM

For Information: [www.khediveshrine.org](http://www.khediveshrine.org)



## Other Regional/Local Events

### AUGUST 2014

- 8 Friday Night Cruise-In at Daniels Performance Group, Smithfield, VA
- 9 1st Annual Boy Scout Troop 313 Car Show Newport News Park, VA
- 16 Khedive 23rd Annual "Fun-n-Shine" Car Show Chesapeake, VA
- 19 Shenandoah Region AACA and Museum of the Shenandoah Valley 5th Annual Antique & Modified Car Show Winchester, VA  
  
[http://themsv.org/sites/default/files/uploaded\\_files/MSV\\_CarShowFlyer-2014.pdf](http://themsv.org/sites/default/files/uploaded_files/MSV_CarShowFlyer-2014.pdf)
- 22 Friday Night Cruise-In at Daniels Performance Group, Smithfield, VA
- 22-24 Corvettes at Carlisle Carlisle, PA

### SEPTEMBER 2014

- 6 Race Day Car Corral Richmond Int'l Raceway Richmond, VA
- 14 Classics on the Green Car Show at New Kent Winery New Kent, VA
- 20 SEVA Street Rod Club 22nd Annual Charity Picnic Daniels Performance Group Smithfield, VA
- 20 Bull Run Region AACA Edgar Rohr Memorial Meet Manassas, VA  
  
[www.bullrunaaca.org](http://www.bullrunaaca.org)

### OCTOBER 2014

- 25 Virginia Fall Classic Car Show Newport News Park, VA



## 39th Edgar Rohr Memorial Car Meet

Saturday, September 20, 2014

Manassas Museum, 9101 Prince William St., Manassas, VA  
10:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

#### Contacts:

Nicki Hudson, Registration: (540) 522-6533  
William Sessler, Chairman: (703) 368-2367  
Meet-day info (Sat only): Jon Battle, (703) 986-8785  
See us on the web at [www.bullrunaaca.org](http://www.bullrunaaca.org)



## EDITOR'S DESK

Mark McAlpine

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

I don't know about you, but I can't believe that the first two months of summer are in the rearview mirror and we're less than two months from our club's annual "Wings & Wheels" meet at the Military Aviation Museum and less than three months from Hershey. Before we know it, the AACA Eastern Spring Meet that we're hosting in Virginia Beach next spring will be upon us. Time flies.

Most of us already have attended a number of car shows, cruise-ins, and AACA meets this summer. Some of us have displayed a car at a Concours d'Elegance or gone to one to judge or just see the beautiful cars. Some members have participated in the AACA Reliability Tour or in another club's driving tour, or have taken road trips to visit some neat car, truck, and motorcycle museums.

Please share your experiences with your fellow club members—we want to hear about where you went, the fun you had, what you saw, what you did, and what you learned during these activities. Please take the time to write an article about it for *The Mudflap*. It doesn't have to be long—as the old saying goes, pictures are worth a thousand words. Tell us where you went and share some photos of the vehicles and other sights you saw. Some us

may never get to go the places or events you've visited—tell us about them so we can live vicariously through you and enjoy these experiences, too.

We'd also like to hear about your vehicles—how and why you acquired your current vehicle, the work you've done on it, the awards it has received, etc. Please send me a brief article on your car, truck, or motorcycle (it doesn't have to be long—one page is great) and 3-to-4 photos of it. We'd also like to read stories about your first car.

Marion and I are looking forward to returning home to Michigan for a few weeks and visiting the Wills St. Claire Museum in Marysville, MI, and the Gilmore Car Museum in Hickory Corners, MI, and we may try to squeeze in the Henry Ford Museum at Greenfield Village in Dearborn, MI. We promise to take lots of photographs and write articles about each museum for *The Mudflap*.

Enjoy what's left of the summer. Drive your classic vehicles, go to some car shows, participate in a TRACCA club activity—have fun! See you at the next car show!

Mark Mc



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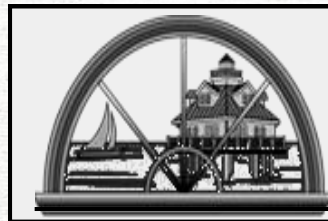


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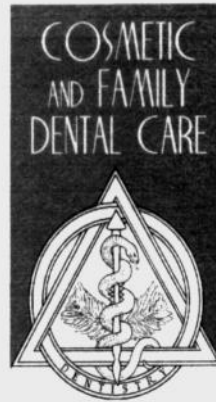
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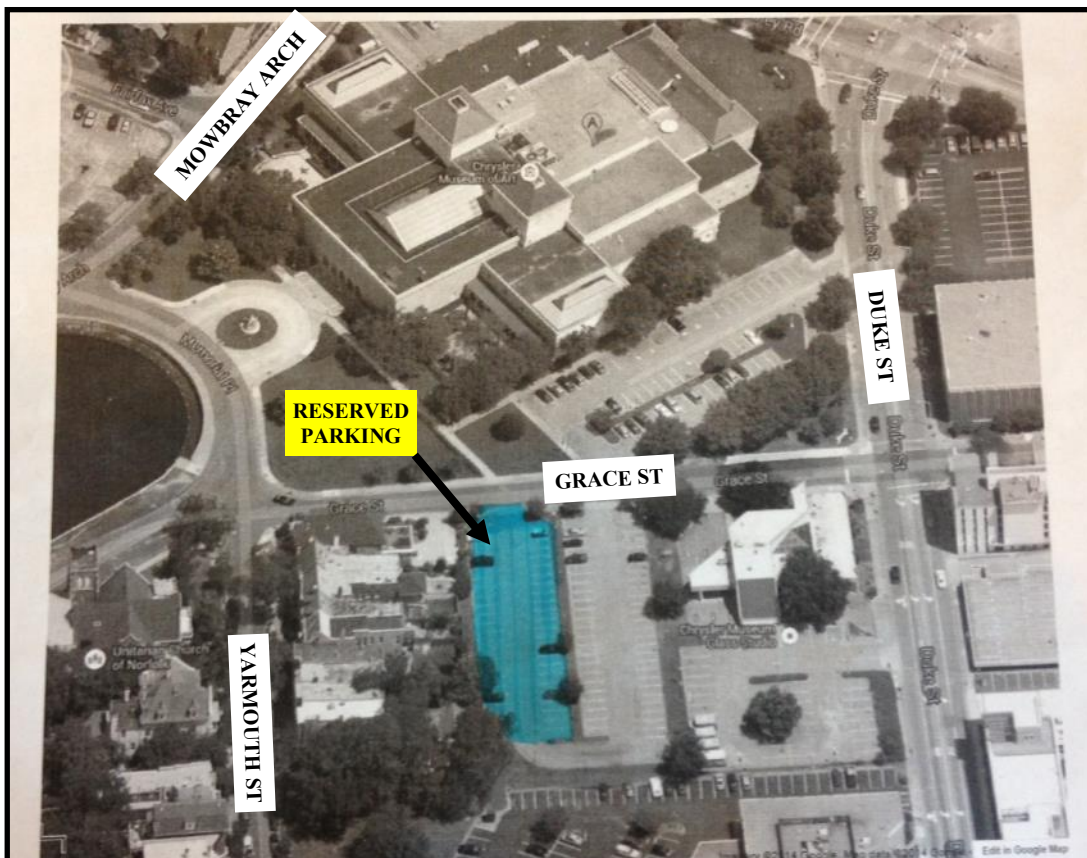
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