

The Mudflap

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

Volume 64, Issue 8

August 2020

National Collector Car Appreciation Day at Daniel's Performance Group [Read more about it on Page 5!](#)



(L-R) Some of the TRAACA members cars at the 2020 Collect Car Appreciation Day cruise-in at DPG in Smithfield, VA: Marion & Mark McAlpine's 1970 Chevrolet Chevelle SS-396, Bill & Linda Treadwell's 1973 Oldsmobile Cutlass, and Chris Hunt's 1973 Plymouth Scamp



Charlie Daniels' 1953 Dodge Coronet Lee Petty tribute car



TRAACA CALENDAR

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

JULY 2020

~~??—Square Car Tour~~

AUGUST 2020

~~08—Portsmouth Naval Shipyard Museum Tour and lunch~~

13 TRAACA Board Meeting TBD

~~20 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk) cancelled~~

29 Doumar's

SEPTEMBER 2020

05 TRAACA Judge's Training School (**New tentative date**)

10 TRAACA Board Meeting TBD

17 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)

19 TRAACA Annual Meet (Military Aviation Museum)

OCTOBER 2020

1 Board Meeting TBD

24 Chili Cook-Off

NOVEMBER 2020

12 Board Meeting TBD

~~14-15—TRAACA tour to Eastern Shore of Maryland~~

19 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)

DECEMBER 2020

10 Board Meeting TBD

12 Botanical Garden Holiday Lights

13 Holiday Brunch, Princess Anne Country Club, Virginia Beach

President's Podium

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Hello fellow Tidewater Region AACA members. I hope all are well and safe! Depending on when during your day you read this, I'll start off with what might be the understatement of the day – 2020 has been a peculiar year! Even the weather didn't feel 'normal' until recently, but it sure feels like July in Hampton Roads now – HOT, HOT, and HOT!! In addition to staying well and safe, I hope you are staying cool also!

The Tidewater Region has an enthusiastic Board, an enthusiastic Activities Committee, and an enthusiastic Annual Meet Committee. All three groups have had their hands tied since March with concerns over the health of our membership and the constraints caused by this virus. In addition, the immediate impacts (closures for example) or the potential impacts (threats of closure) from this pandemic have forced the cancellation of almost all of our activities. Who would have guessed our tour of the Schaubach facility and lunch at Ron Pack's Smithfield Station would be our last event for such a long period of time? Fortunately our trip to Doumar's went very well in June, and I'm confident our July and August return visits will be equally as fun, tasty, and well attended.

Maintaining engagement in a social Club during a pandemic is challenging for all of our members. Our

parent organization, the AACA, is also feeling the impacts of this virus but on a much larger scale. I will miss the Hershey Flea Market and Car Corral this year but I certainly understand their decision. AACA events, especially Hershey, draw such large, and often international, crowds that safety must always be one of their greatest concerns. Fortunately, as any sports fan has said, there is always next year! The same holds true for our Tidewater Region – those activities that had to be canceled this year will provide a great start for our 2021 schedule. This is not to imply that we are writing off 2020. The Board and the various Committees are reviewing our calendar month-by-month. We all maintain hope that a positive change relative to the pandemic will allow us to resume our activities as we had planned in the beginning of the year. Until that happens, we'll continue to try to make the best decisions we can for the good of the Club and its members.

Specific to the rest of July and August, as you likely saw in Bob's Mud Speck emails, the Square Car Tour and the tour of the Portsmouth Naval Shipyard Museum along with lunch were canceled. The 'August Board meeting' is actually going to take place on July 28th to allow the Board and the Annual Meet Committee to discuss our Meet scheduled for mid-September. The Board has not yet discussed the August dinner meeting but an update will be provided via the Mud Speck shortly. As stated above, we do intend to keep the Doumar's event on August 29th.

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

Warmest Regards,

Wayne Milligan

'20 Tidewater Region AACA President

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 to these e-mails** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!



2020 TRAACA Officers & Board

President - Wayne Milligan:

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Vice President - Tim Hund:

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Secretary - Ellen Adams

Treasurer - Bill Treadwell

Board - Fred Cole

Board - Charlie Dawson

Board - Dot Parrish

Board - Doug Grosz

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Visit TRAACA on the Internet at: www.traaca.com

What Did You Do While Quarantining?

By Myron Smith
 VP - Regions - Western Division
 (Reprinted w/permission from
ACA Rummage Box, Spring 2020)

There was a 1966 movie called “What did you do in the war Daddy?” I don’t know that I ever saw it, just remembered the title. My question is “What did you do during the Quarantine?”

A couple years ago I took some upholstery classes. The class was mainly oriented toward furniture but we could do basically any project we desired. So, this winter I took on a low budget project to do the interior in a good friend’s 1926 Model T Touring. The car had been basically done for 30 plus years except the interior. The car has been and will continued to be used as a tour or parade car, and the owners were willing to let me do what we called an experiment.

It’s a very low budget operation and I stewed most of the winter with how to do various aspects. There were no patterns. However, I was able to borrow side panels from another friend who had purchased an interior but had not installed it yet. There also are no springs as the they wanted to just use foam rubber for the springs, which we had an ample supply of. Modern cars seldom have springs, and doing Model T is a mixture of auto and furniture upholstery of sorts. So, during the quarantine I finally got really started with it. Note the winter project really didn’t start until we should be experiencing spring. Since they have no top bows, I want to make it as durable as possible.

The side panels were the first thing to be installed as the seat covering overlaps the side panels. I had looked at other restored Model Ts to learn how this one should be. I learned from one of the Philadelphia seminars that one of the upholstery restorers used thin plastic for the door and side panels rather than cardboard as would have been done originally. The plastic is much more durable as the base. The side panels I borrowed had a thin layer of padding over the cardboard base with vinyl stretched over them. I guess called it leatherette. I learned this thin padding is actually modern trunk liner or trunk floor carpet. I purchased some from a local auto trim shop that has been helpful to me with my interior projects. I had previously done some limited upholstery work on 1950’s-1970’s vehicles.

Ordinarily when doing upholstery, you take off the old, cut new fabric to match what you’ve removed and

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put it back together. This may be slightly over simplified, but in general that is the gist of it.

The seats of this car have a plywood base. We padded them with the foam rubber, and then put a layer of canvas over that before putting the finish layer of pleated vinyl over that. The pleated vinyl was made by sewing the pleats into a thin layer of foam, then adding stuffing between the pleats. If you don’t have a sewing machine, this is where taking a class at the community college helps immensely to have access to a machine. The final covering and the canvas all get stapled or tacked on to the wood frame that is the basis of the body.

Am I done yet? No; but I have made great progress. The whole point of this, that if you are wanting to have a fun tour or parade vehicle, the interior is a doable project. It just takes some time and thought and be prepared to make some mistakes. A lot of them can be corrected. It’s not like machine shop work where measurements have to be within tolerances of thousandths of an inch. So, that’s what I’ve been doing during “QUARANTINING.”



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

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Da Judge—and You!

Date Change!

By Terry Bond and Travis Berry

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

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



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

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

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

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

To show you what judging is about, and how it works at our local event this fall, we are going to have a Judges Seminar on **September 5th** at 1PM at the home of Dewey and Maxine Milligan, 2000 Shillelagh Road, Chesapeake.



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

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

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



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

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

Chief Judge:

Terry Bond

terryaaca@cox.net – 757-403-4614

Assistant Chief Judge

Travis Berry

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





National Collector Car Appreciation Day Daniels Performance Group July 10, 2020



Story by Marion McAlpine. Photos by Chris Hunt, Mark McAlpine, Marty Sugermeyer.

For the last eleven years, collector car enthusiasts across the country have gathered on the second Friday of July to celebrate national Collector Car Appreciation Day (CCAD). National CCAD is an initiative by the Specialty Equipment Market Association (SEMA) to “raise awareness of the vital role automotive restoration and collection plays in American society.” Each year, at the SEMA Action Network’s request, the United States Congress passed resolutions recognizing CCAD. This year, National CCAD took place July 10, 2020.

For the seventh year in a row, TRAACA member Charlie Daniels held a cruise-in at his Daniels Performance Group (DPG) shop in Smithfield, VA to commemorate CCAD. The celebration this year was a bit different than in past years. On July 10, Virginia was in Phase 3 of COVID-19 restrictions. People were required to wear face masks indoors and maintain social distancing of at least six feet. Luckily the cruise-in was held outdoors, and there was plenty of room for people to park their vehicles while social distancing.

Despite the COVID-19 restrictions and temperatures over 100°F (with the heat index), over 50 vehicles were at the cruise-in, including a number of TRAACA members. The cruise-in was free. Musical entertainment was donated by local DJ Angela Brown, and Rodman’s Barbecue was there

selling barbecue sandwiches.

The SEMA Action Network recognized Charlie and DPG for hosting the CCAD event by sending him a letter of appreciation and a copy of the U.S. House Resolution. Jeanette Robinson, Promotions Director for WNOB-WNIS-WTAR-WROX & WUSH of Sinclair Communications, presented the certificate and resolution to Charlie.

Charlie surprised Mark & I by honoring us with the Spirit Award. The Spirit Award is an award that Charlie presents to a person or persons annually that he feels is/are major contributors to the betterment of the classic car hobby.

TRAACA members participating in this year’s CCAD Cruise-In included Charlie Daniels (with his 1953 Dodge Coronet Lee Petty tribute car), Chris Hunt (with her 1973 Plymouth Scamp), Mark & Marion McAlpine (with their 1970 Chevrolet Chevelle SS-396), Bob & Dot Parrish (with their 2003 Chevrolet Corvette), Neil & Marty Sugermeyer (with their 1965 Rambler Classic 770), and Bill Treadwell (with his 1973 Oldsmobile Cutlass).

Get out your calendar and circle Friday, July 9, 2021 (or set the date on your phone) so you can celebrate next year’s CCAD at DPG with your fellow TRAACA members.



1978 Dodge Lil' Red Express Truck



Chris Hunt & friend with her 1973 Plymouth Scamp



Neil & Marty Sugermeyer's 1965 Rambler Classic 770 convertible



1969 Chevrolet Camaro RS/SS



The Kern Family and Motor Cars in Coopersburg, PA

Story by Sam Kern. Photos courtesy of Kern family.

Part One: From 1866 to 1928:

In 1866 my great-great grandfather Samuel Y. Kern (Samuel I of the four that would come to be) established the S. Y. Kern and Son Carriage Works at the Northeast corner of Station Avenue and Main St., Coopersburg, Pa., along the Bethlehem Pike about 50 miles from Philadelphia. He became very well-known for manufacturing a range of very fine carriages he marketed throughout Southeast Pennsylvania.

My Grandfather, Harvey F., (the "Son") quickly grasped everything possible based on the new opportunities and formed his own company.



The sign for Harvey F. Kern's new business.

The bottom 3 lines of this sign read:

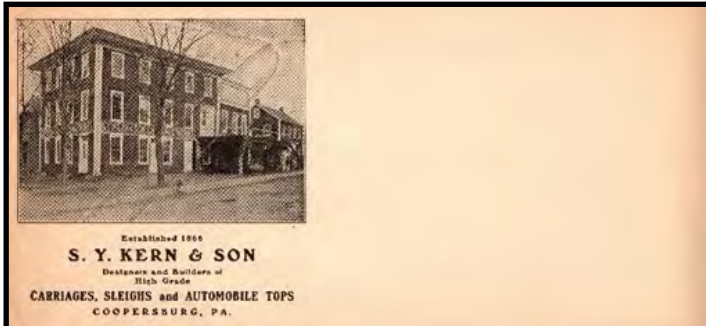
- New and Second-hand FORD CARS For (sic) Sale
- DETACHABLE TOPS
- Gasolene (sic) Coopersburg, Pa.

Or his business might have been called: "H.F.KERN Auto Bodies & Painting", as he called the gas station he put in the old carriage works building on the intersection of Main and Station Avenue.



Vintage photo of S. Y. Kern and Son Carriage Works.

In the early twentieth century, the Kern family business began evolving from manufacturing wagons to doing all things automotive: selling gasoline, selling new and used cars and repairing cars and trucks.



A scan of an envelope (circa 1905) of the S.Y. Kern and Son Carriage Works. Note the term "Automobile Tops".



The picture above shows the ramp having been enclosed for his Ford "dealership", so used, but I sense this term was not adopted or commonly used until a much later time in automotive history. While the Ford Model T was not produced until October 01, 1908, there still were plenty of used cars needing to be sold and repaired. Harvey rented the "ramp area" facing Station Avenue to Mr. Heffner (HEFFNER'S GARAGE) who repaired cars in



A scan of an ink blotter Samuel I used for advertising.

that area for many years. He also rented-out the blacksmith shop to someone whose name has been lost.

Early in the 1900s my grandfather Harvey F. and my Grandmother Jenny Yeager acquired the "S.Eichelberger" property at 237 South Main Street, about two blocks south of the Kern Carriage Works.



*Heffner's Garage in the ramp area.
Note the reverse Ford script on one of the windows.*

Main Street (The Bethlehem Pike). The Studebaker is parked on an alley that would eventually become Charles Street.

Samuel I, founder of the S.Y. Kern and Son Carriage Works died September 26, 1903, leaving all of the business to his son, and my grandfather, Harvey F.

My grandfather Harvey and my grandmother Jenny Yeager had 6 children from 1898 to 1911, pictured below with Samuel II's 1917 Studebaker Touring Car. From left to right my: Aunt Ella, Uncle Marty (the youngest), Uncle Sam (the oldest, "Samuel II"), Aunt Mildred, Father Conrad and Uncle Kenneth "Dutch." Note the steeple of the Coopersburg Moravian Church in the background, across

By about 1910 Harvey's business outgrew the works at Main and Station Avenue. To accommodate his rapidly expanding business, he built a large, substantial car barn behind his new house, with his horse barn to the north, Horse Alley to the east and Charles Street to the south. Its footprint could have been about 30 by 60 ft. (or more). The horse being gone, he installed a complete wood and metal-working shop in the horse's stall to support his productive effort.



Harvey used the car barn to manufacture and repair carriages (however many were left to do), manufacture car bodies, sold new and used cars, and repaired cars at his new facility. Most of the production shifted to the car barn, but Harvey kept the gas station, along with the garage and blacksmith shop rentals, at Station Avenue. Har-



A post card photo from the H.F. KERN CARRIAGES and AUTOMOBILES car barn .

vey and Heffner were now competitors (I sense this because in the 50's the Kerns and Heffners didn't communicate much).

Harvey died in 1919, intestate, reportedly of the Spanish Flu, leaving my grandmother Jenny penniless and having to live the rest of her life supported by her children. She never remarried and lived almost all of her remaining days at 237 South Main Street.



Samuel II with his 1917 Studebaker Touring Car.

Samuel II, having graduated from Allentown Business College and being the elder sibling, assumed responsibility for operating his father's business.

I believe this Studebaker to be the only car Uncle Sam had ever owned. However he did occasionally borrow a Franklin (there were many available in the family) or use my Aunt Millie's 1938 Packard 110 for his personal business, or to take me to local points of interest such as the Reading RR freight yard in Hellertown to climb in steam locomotive cabs or tour cabooses; or to Trainer's Restaurant in Quakertown for hot roast beef sandwiches and French fries. In Coopersburg he frequently patronized the Fairview Diner, run by Gail Fegley's family. Mostly he would walk-rather than drive- around Coopersburg (he knew everybody); otherwise he would use the trolley (replaced by the bus in the '50's) and the Reading RR.



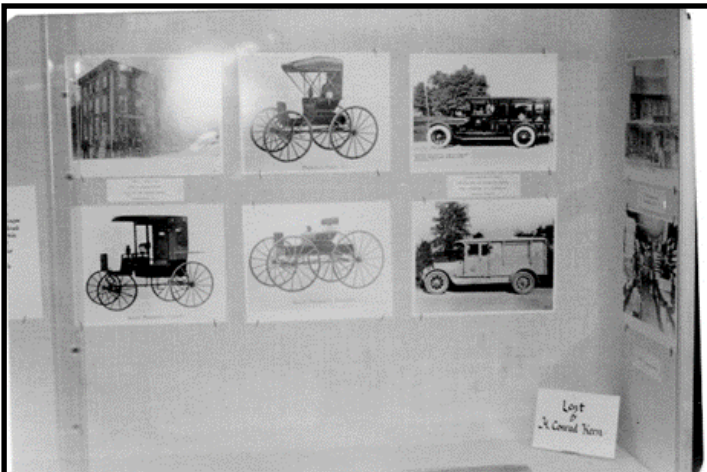
Some photos of the car barn at 237 South Main St (rear) .

It is important here to point out that my Uncle Sam was strictly an office-person and neither a craftsman nor any kind of mechanic. He couldn't use a screwdriver and probably never-even once in his life-got his hands dirty. He kept the H.F. Kern business going as best he could.

Also, the Great Depression loomed not too far ahead.

The Stanley (Steamer) Motor Carriage Company moved from Newton, Ma. to Allentown, Pa. in 1925 and it is likely Samuel II sought employment there because he was associated with that company when it had an office or a branch in Philadelphia.

The S.Y. Kern Carriage Works burned to the ground in 1928: the words of Dutch Kern on the back-side of this picture: "After the disastrous 1928 Easter Monday Fire that destroyed to H.F. Kern Carriage and Auto Body Building, and badly damaged Schimmel's Bakery and A.O. Gehman & Son Hardware Store." (Note the 2 gas pumps still standing):



Some examples of Samuel I's and Harvey F.s' vehicle production over time, as displayed at the Coopersburg Historical Society .



And what happened to the Kern Car Barn at the rear of 237 South Main Street?

One day the entire Kern Family organized a great-big picnic, got the Coopersburg Volunteer Fire Department on hand, and burned the entire building with all of its contents (wagons, cars, parts, etc., etc.) to the ground. This became a nice flat grassy area where the neighborhood kids would come to play "movers-up" in the 50's.

My Uncle Sam remained a bachelor all of his life, but professionally accomplished much. One "timely" thing he directed was the 1950 Census for Lehigh and Northampton Counties. He retired as a U.S. Postal Service employee, having served at the Coopersburg Branch. He resided at the family home most of his life, passing-away February 29, 1976 at the age of 77.

Next: the War Period and beyond.



Another vintage photo, showing the back of the car barn. Can any keen eyed readers identify the car pictured?



Still Collecting

- Cautiously!

By Terry Bond

I actually had a difficult time coming up with a title for this month's column.

I thought "How'd you like a good laugh" might work, or something like "Beauty is in the eye of the beholder." To cut straight to the chase, I almost used "Some people are really screwy" but instead, I'll motor on and let you be the judge.

Searching for treasures on the internet instead of in person is the current "new" norm, so I thought a look at some interesting listings would give you a sample of what's available for ridiculous sums of money. Some of these items simply lay in wait for discovery by amateur archeologists with more money than common sense.

It is a "caveat emptor" marketplace, and over these past several years I hope I've imparted enough basic knowledge about automobilia to grant you some protection from the totally unscrupulous. But still, I find there is a tremendous amount of ignorance among sellers about what they sell and what it is worth. However, I am undecided if it's ignorance or intentional deceit. There are others, who for lack of a more appropriate description, are absolute "bandits" and price gougers. Still others have no idea they are making total fools of themselves and are the subject of much derogatory comment on some discussion forums.

Let's have a look at a few items and you'll better understand what I'm talking about:

The first item I found listed is this alleged "**Rare Antique Automobile servicing candle holder of 20's.**"

Here is the description provided by the seller, located in India.

"In early days these type of candle holders were placed inside the bonnet of vintage cars while servicing at service stations. It is indeed a genuine antique piece hard to find, would be a superb addition to any old automobile accessories collection and a must for old and rare automobile accessories collectors."

In my personal collection of over 150 automobile supply, equipment and accessory catalogs dating to 1903 there is absolutely nothing like this listed for use in automotive repair or servicing, either for the professional or amateur.

But, the seller seems to know a lot about it, and you can "buy it now" for \$365, and to make it even easier, shipping is free!

Just so I could learn more about this strange object, I emailed the seller and asked what information could be

provided to document its stated use. He merely regurgitated the same description above. Perhaps he did not understand my question.



What is it (really)?

The item has been repeatedly listed several times in the past couple of years so there must be fewer collectors than he imagines. No, I don't know what the item really is but I've been told it's an early sealing wax stamp kit. The candle is used to melt to wax used to stamp a seal on correspondence. The actual "stamp" with coat of arms or initials on it is missing and would fit into the base. Could be.

Next on the list is another interesting case of "guess how much money I can make."



The \$18,000 print. (today it's \$20,000)

That's right, I carefully counted the zeros in the listing. This interesting early lithograph is actually a common item, known as a "stock photo." It has been around for many years since first drawn in 1902 by a well-known artist. The image has appeared on many objects including postcards, calendars, plates, and has been in bound vol-

umes of the artists' work. The image can be purchased printed on T-shirts and ceramic tiles. The original artwork was done in color. This particular sepia-toned copy was cut from such a volume. It is currently listed for sale at the amazing sum of \$12,300.00. To entice you, shipping is free.

But wait – it's just been re-listed at over \$18,000.00. And, within a couple of days, the price had jumped to over \$20,000.00!

The print is nicely described and has been offered for sale periodically during the past couple of years at various prices ranging from \$3,000 to \$6,000. Once again it failed to draw any bids and has been relisted numerous times since with an ever-increasing price. No doubt the artist was talented, and original oil paintings can command hefty sums, but this mass produced print isn't even in the same ball-park!

I thought I knew something about automotive art, and had figured this would be a \$50 item, so in a quest to learn more (I could always use more smarts and obviously, this dealer must know more than I do) I took up the sellers offer to ask questions. I asked if they could tell me why they felt it was worth so much. The reply I received was that the husband of the lady selling it had worked for many years in the automotive business. ??? Not sure what that's got to do with it, but obviously they feel sometimes price creates value. Not in this case! Interest goes down so the price goes up. (and up, and up...)

You know how much I like little automotive related advertising pins, buttons and fobs. A recent internet search turned up this great early Overland advertising pin.



The waaaaay too expensive button.

It's in nice condition and you can "buy it now" for \$285.00. You can also make an offer on it. I was tempted to offer \$50 because it was in such great condition, but I did not. I already have one in my collection, and I sold a

duplicate at our swap meet this past March. This is one of the more common advertising pins around and is readily available for \$50 or less. I have actually had nice examples, duplicates of the one in my own collection that I've sold for as much as \$45. A quick internet search turns up several examples for sale at a more realistic price.

Obviously the seller has never seen one before and has no idea what it is worth. Perhaps a quick look at other listings would save a little frustration and embarrassment.

Are you sitting down? You could sit on this extremely rare folding seat from a 1903 Elmore automobile.



The "Elmore" automobile seat.

It can be purchased for \$399.99, or you can try making an offer on it. The description is brief, indicating only that it came from a local estate and had a note card with it indicating it came from a 1903 Elmore. Blame someone else for getting it wrong I guess. Actually this is a fairly common folding camp chair. It may have been carried in an old car but has no connection to any specific vehicle. Oh-you would need to pay \$8.00 to have it shipped to you. I think if it was for a Model T Ford it would be cheaper?

If you are a serious collector, you can consider this really nice automobile mascot available from a dealer located in Florida. This has been listed for sale repeatedly during the past two years and the price has been drastically reduced from over \$160,000 to \$129,000. When first listed, shipping was over \$3,000—of course that meant in-person delivery to your door. Now you can get it by mail for only \$98.99.

It is a nice mascot, made in France in the 1920s of silver plated bronze. They come in two different sizes and this is the smaller and more often found version. Examples are not uncommon and have sold previously as high as \$3,000. It is a nice mascot, completely authentic and artist signed but the seller has decided to toss out a price and see what happens. Nothing!

And now, from the "Beauty is in the eye of the beholder" department, we have this "Excellent 100% original and complete" clockwork toy Model T Ford, produced by



Most expensive mascot listed currently

See if you feel that's accurate – especially after looking at this mint condition example below that recently sold for \$305 after 27 bids. I think even at \$165.00 this Model T won't start. Much nicer examples turn up frequently. The one in my collection was almost as nice as the one shown below for only \$200. Ok, so I got a bargain!



This is a good example of an Excellent condition Bing Model T Ford Sedan recently sold on the internet for \$305.00

Bing in Germany just after WWI. Look carefully at the photos, and then the description.



Here is the all important description:

100% original, complete. Tin body complete and excellent. No dents, rust, or damage. Original paint beautiful excellent color and shine. Great looking tin driver as seen. Still has all its original tin wheels. All excellent. Still has the original metal wind up key. Excellent condition. Bottom of car is tin and clean with no rust or damage. Wind up mechanism works. When wound, the car moves forward. Measures 7 1/2 " long.

NO RESERVE. Insurance included in shipping.

Rare to find one this clean that still works.

The starting bid for this is \$165.00, which in my opinion should be the high-end of its true value (based on the condition showing in the photographs of a scratched, dented, rusted, bent and damaged toy). The seller must have mixed up the photos with something else though because the description could not be much further from reality. "Excellent" "No rust" "clean" Excellent color and shine."

Of course the all time "classic" remains the brass taxi horn.

This is one of several hundred on the internet today, and you can "buy it now" for just \$149.95. It was "found in a Connecticut barn together with other fine antiques" and of course it is "guaranteed to be an incredibly rare antique."



You should know by now these were made yesterday in Asia and shipped in by the boat-load as decorator/novelty items. They are artificially aged and are so plentiful the vast majority never sell. \$2.99 is too much to pay for one, although I did notice looking at “completed auctions” someone actually paid \$84.00 for one recently. What was it P.T.Barnum once said???

Next up - this guy has sounded like a broken record for a long time – everything he sells is “**Rare Early...**” I run across his listings all the time as I search for automotive watch fobs for my collection. He usually lists hundreds of different items a week and all are “**Rare Early.**” He either has dozens of this item or he never sells it and keeps relisting. The starting bid is \$34.00. That’s \$12.00 more than you can buy them for from Vintage Steam Products, who has had them listed in their catalog for many years and is a regular vendor at Hershey. It is a common item that has been reproduced from one found years ago at Hershey by the late Art Hart, founder of Vintage Steam Products and a great steam car guy.



Another item that has been perpetually listed (and re-listed) on the internet is this model of an 1896 Duryea that was issued by the Franklin Mint a few years ago.

I have one and it is indeed a nicely done model that displays well in a showcase in my office. But, it is a mass produced item that can easily be found today for less than \$300. Examples have sold on internet auction sites for between \$150-\$200.

There are others currently listed for sale with asking prices above that, but none as high and as incorrectly described as this one, for sale at **\$2,498.97**. It is listed as “**Antique Concept Car Before Ford Original Model T A Vintage Built Classic Metal**”. In the listing it is described as “**High-End, Investment Grade, Museum Quality.**”

The same seller also lists the Franklin Mint produced model of the early Ford Quadricycle. For the same price, you can also buy a “**Ford Built Original Concept Car Before Model T A Vintage Classic Antique Metal.**”

Since we’ve been at home more than usual lately, most of us collectors have spent more time (and money) than

we should have, looking at items for sale on the usual internet sites (names of those sites omitted to protect the guilty). I find these listings quite entertaining and it’s often hard to resist the urge to email the seller and offer some guidance or advice. But, I’ve found it is often better to just let them wonder why nobody is buying from them and enjoy a good laugh.



Little do they realize they’ve become the laughing stock among automobilia collectors and the subject of discussion forum conversation.

Or perhaps P.T. Barnum was right, and they’ll find that person eventually.

Fakes, forgeries, fantasy items, knock-offs and reproductions exist in every field of collecting. It’s ok to make an occasional mistake, but if you take the time to educate yourself you’ll be less likely to make a serious mistake. Even just taking a look at other similar items available on the internet, or having been sold recently can give you enough information to avoid the scammers and the “guessers” who are so commonly found on internet sites trying to sell their yard-sale junk and over-priced oddities.

Where do you think antique appraisers get an idea of what something is worth? They do the research to see what similar objects have actually sold for. There are multiple resources available and anyone can do the research needed to avoid a costly mistake. If only some of the internet sellers would do that as well!

Collecting cautiously can add a lot more enjoyment to your stay-at-home time, and if you tire of watching old movies, you can surely get a few laughs on your favorite internet site.

Enjoy, and if you ever need an opinion on a potential purchase, don’t hesitate to ask.

Terry



Gilmore Car Museum—Part 2

Hickory Corners, MI

Lincoln Motor Car Heritage Museum



Story and photos by Mark McAlpine

In last month's Mudflap, we introduced you to the Gilmore Car Museum located in Hickory Corners, MI (between Battle Creek and Kalamazoo, MI, a short 20-minute drive north of I-94). This article is the second in a planned series of at least seven articles about the Gilmore Car Museum and highlights one of six partner organization museums located on the campus: the Lincoln Motor Car Heritage Museum. (The other five are the Classic Car Club of America Museum, the Pierce-Arrow Museum, the H.H. Franklin Collection, the Model A Ford Museum, and the Cadillac-LaSalle Club.)

The Lincoln Motor Car Heritage Museum is relatively new—it had just opened when Marion & I first visited the Gilmore in August of 2014. (The Cadillac-LaSalle Museum opened about a month later.) Like the other partner museums on the campus, the Lincoln collection had been housed in one of the eight historic 19th-century barns that had been moved to the Gilmore campus and restored after the museum was established by Donald S. Gilmore and his wife Genevieve in the 1960s. (According to the museum's website, Mr. Gilmore initially purchased 90 acres to accommodate his personal collection. It was Genevieve's idea to establish a non-profit foundation and turn the collection into a museum. The museum opened to the public on July 31, 1966. It has

continued to grow since then, and is now the largest automobile museum in North America with over 400 vehicles on display in about 200,000 square feet of display space. As Marion mentioned in last month's article, the museum will add another 25,000 square feet when it opens its planned muscle car museum next year.)

The Lincoln museum building is patterned after a historic Lincoln dealership. There's a park bench with a bronze statue of a seated Abraham Lincoln where visitors can sit and take a photo of themselves with President Lincoln. (Marion & I did.) Approximately 30 cars are displayed, accompanied by a chassis from a 1925-1926 Lincoln (as was done at automobile shows and select dealerships at the time), several V-12 engines, displays about Edsel Ford and other notable personalities associated with Lincoln, a special display about the Lincoln design philosophy and process including a 40%-scale clay model of the 2017 Lincoln Continental concept car (which Marion & I especially appreciated because her father retired from General Motors in 1980 as a Chief Sculptor/Clay Modeler) The 2017 concept car is displayed, too. Each vehicle and artifact had a very informative display placard.

If you love old cars, we strongly encourage you to visit the Gilmore Car Museum. It's a very special place.



1928 Lincoln convertible sedan with body by Dietrich



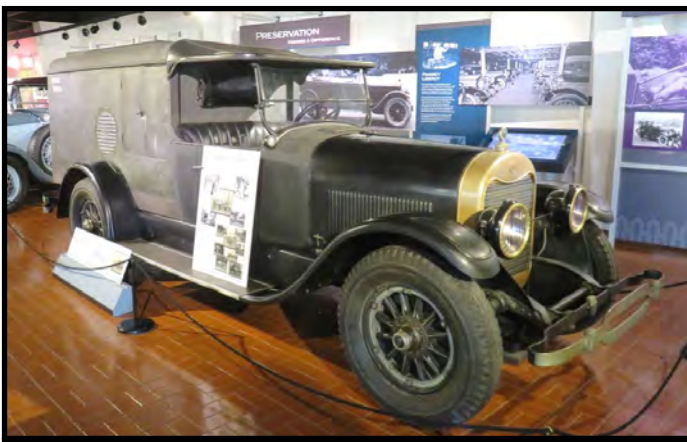
1960 Lincoln Continental Mark V 4-door hardtop



1940 Lincoln-Zephyr Continental Cabriolet



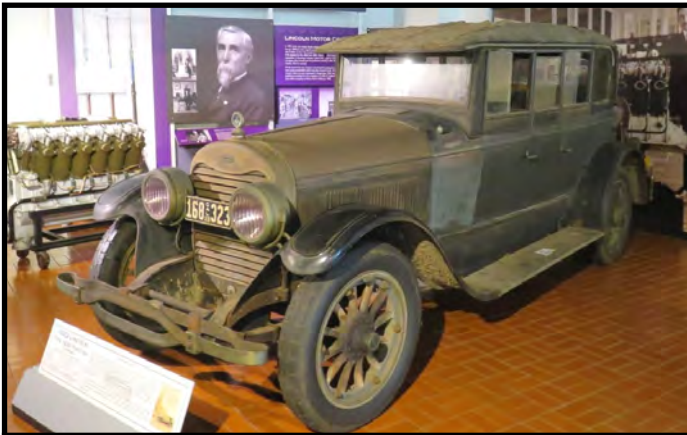
2017 Lincoln Continental concept car



1922 Lincoln camping car—custom built for Henry Ford



1922 Lincoln Type 112 4-passenger Phaeton by Brunn



1923 Lincoln Type 123A Phaeton



1927 Lincoln Imperial Victoria by Fleetwood



1937 Lincoln-Zephyr coupe



1930 Lincoln Type 172 Berline by Judkins



1939 Lincoln Royal Canadian Tour Car by LeBaron



1939 Lincoln Type 413-B convertible sedan by LeBaron



1942 Lincoln-Zephyr



1940 Lincoln-Zephyr Town Car by Brunn



1949 Lincoln Cosmopolitan convertible



1948 Lincoln Continental cabriolet



1955 Continental Mark II Sport Coupe prototype



1954 Lincoln Capri Sport Coupe



1979 Lincoln Continental Town Car



1998 Lincoln Mark VIII coupe



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in Aug

John & Laura Bayer
 Travis & Kim Berry
 Terry & Sue Bond
 David & Victoria Brown
 Bill & Liz Coburn
 Scott & Kelly Dayton
 Preston & Jan Garner
 Joe & Charlene Geib
 Tim & Phyllis Hund
 Floyd & Sondra Jolley
 Kit & Bette Lawrence
 Scott & Cathy Miller
 Bob & Dot Parrish
 Tom & Rosemarie Poe

Members celebrating birthdays in Aug

Julie Arrowood
 John Bayer
 Mary Ann Blair
 David Brown
 Curtis Cook
 Sheryl Cook
 Jim Elliott
 Matthew Gresalfi
 George Gurnee
 Millie Handle
 Alfonso Ludovici
 Sharon Mercer
 Cathy Miller
 Carol Milligan
 Maxine Milligan
 Wayne Milligan
 Ed Monroe
 Bob Parrish
 Robert Powell
 Myrna Robson
 Donna Sandloop
 Dennis Sobota
 Stanley Wilkerson
 Becky Woodall
 Chris Work
 Porter Young

DOWN THE ROAD

Other Regional and Local Events

AUGUST 2020

1 30th Annual Zooland Antique Car Show, Ashboro, NC

15 ~~Khedive Show and Shine Craft Show, Chesapeake, VA (Cancelled)~~

16 1st Annual Breakthrough Car Show—Petersburg, VA

15 CCCC Memorial Day Car Show—Yorktown, VA

SEPTEMBER 2020

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

OCTOBER 2020

23-25 ODMA Tour of Shenandoah Valley Region

NOVEMBER 2020

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



Sunshine Report

Our thoughts & prayers go out to the following members:

None!

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

Welcome to Our New Members!

None

2020 TRAACA CAR SHOW

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

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

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



EDITOR'S DESK

Doug Grosz and Ken Packard
traaca.mudflap@gmail.com

Well, what a year! Hard to believe it is over halfway over already! A few months ago I was enjoying cool evenings out in the garage, wishing it would stop raining so I could take the car for a spin! Well, now I'd love to have some rain! I guess we're never happy. I did get a few jaunts in the old car, and wouldn't you know that fixing a few things caused some other problems to crop up! Going through a punch list now so that she's ready for cruising this fall when the weather relents a little bit.

I'll tell you one thing—I am sure grateful to be the co-editor for a newsletter with such an active club! When Doug and I took the job, we got told, "Just get through the first few months with no activities, then it'll be a breeze to get enough content!"

That seemed to make sense, and there was a lean month or two. The April newsletter was easy to fill up, and Doug and I breathed a sigh of relief. Then Covid struck, and the wave of cancellations has continued since! And a few readers may have noticed a slight variation in the contents of the Mudflap, or at least the number of pages!



(L-R) Mark & Marion McAlpine, Jeanette Robinson, Charlie Daniels (with his SEMA letter of appreciation), and Bob Parrish



(L-R) Dot & Bob Parrish conversing with fellow car enthusiasts

So, back to club. The member's of this club have been great! We really haven't struggled to fill the magazine up, and this month I actually had to cut some things! While I wish I could just report on car shows and social outings, it has really been a learning experience the last few months, and I hope each of you have taken something away too!

Not too much else to share this month, so here are a few extra pictures from the National CCAD!

Ken



AACA Calendar of Events

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

AUGUST 2020

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

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

20-21 2020 AACA Grand Nationals Gettysburg, Pa (change)
RESCHEDULED from July

SEPTEMBER 2020

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

OCTOBER 2020

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

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

19-23 AACA Central Divisional Tour Broken Arrow, OK

FEBRUARY 2021

11-13 AACA Annual Convention Philadelphia, PA

MARCH 2021

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

APRIL 2021

8-10 AACA SE Spring Nationals Concord, NC

20-23 AACA SE Divisional Tour Central Florida

MAY 2021

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

20-25 AACA Founders Tour Davis, WV

JUNE 2021

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

JULY 2021

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

22-24 AACA Grand Nationals New Ulm, MN

AUGUST 2021

20-21 AACA Western Fall Nationals Loveland, CO



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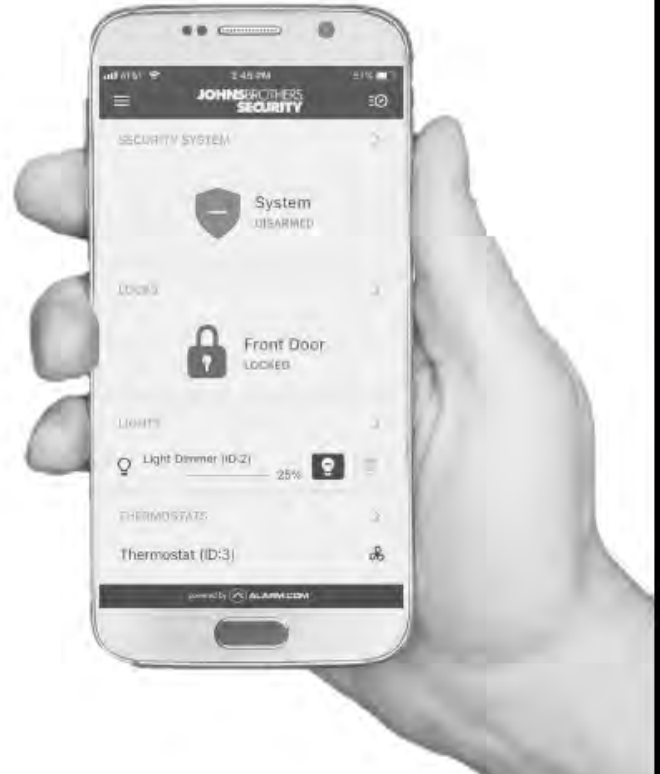
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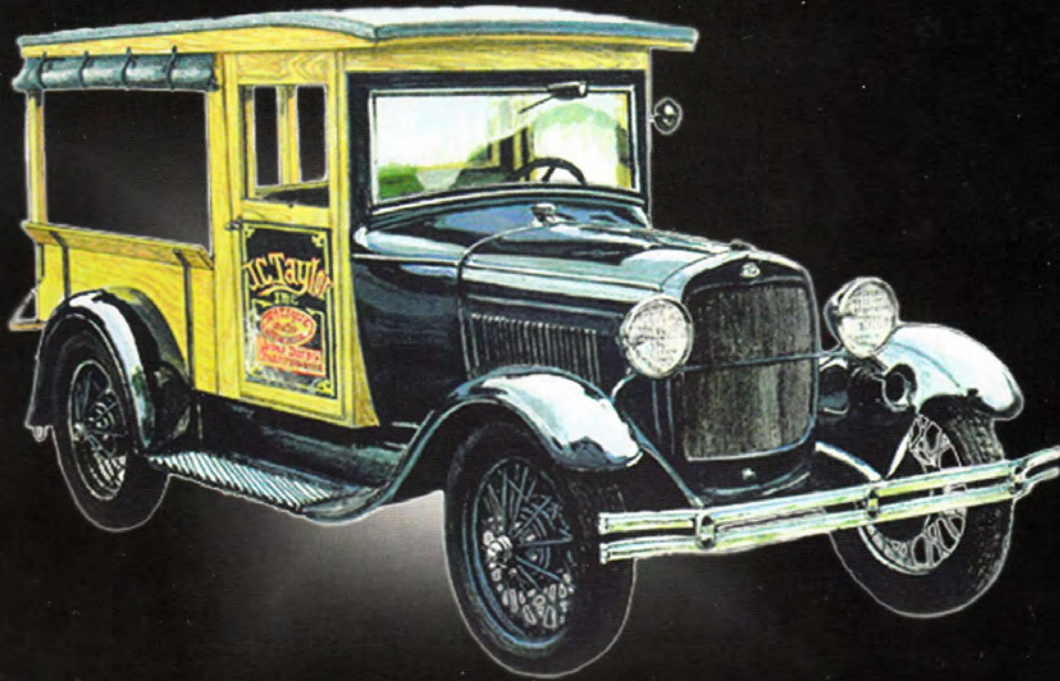
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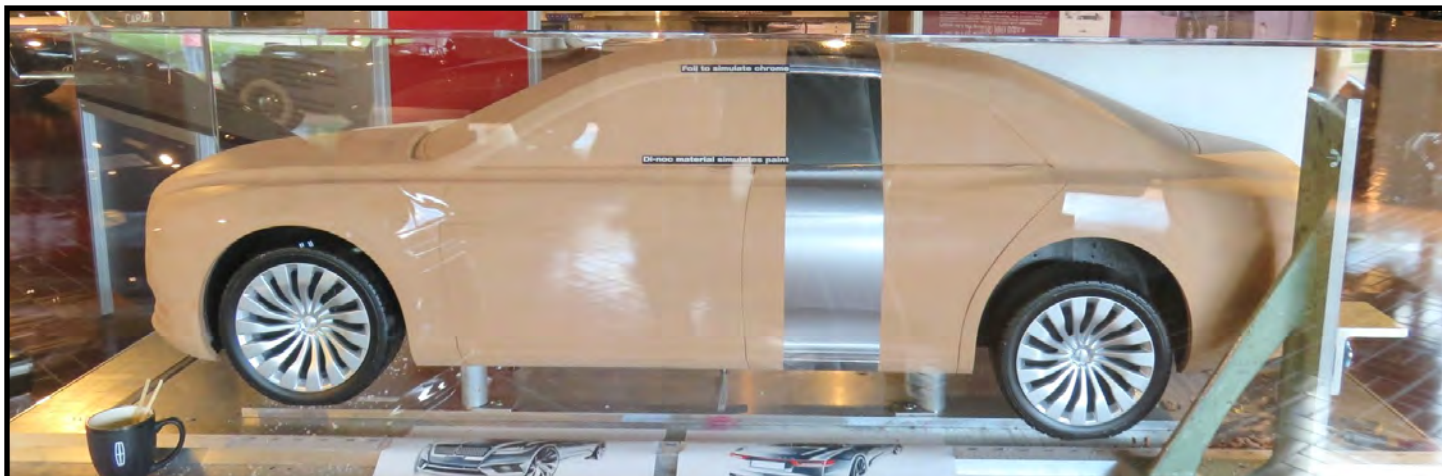


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TRAACA *The Mudflap*
Doug Grosz/Ken Packard—Editors
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A 40%-scale clay model of the 2017 Lincoln Continental concept car—part of “The Making of a Car” display at the Gilmore. Read more inside!