



The Mudflap

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

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August 2026



EXPENSIVE USED RACE TIRES!

John Garnett

Since the introduction, in 1963, of the Ford Shelby AC Cobra, I have wanted to be an owner. As a young kid all things in Motor Trend, Road & Track, Car and Driver, Hot Rod etc were what dreams were made of.

Through my young adult years and on to old age, the desire to own a Cobra never wavered. I routinely mentioned to car friends as well as strangers my interest. This not infrequently lead to stories of Cobras both real and not so real. A few merited follow up. Naturally the big stumbling block was simply money. When I had \$1,000 to spend, they were \$10,000 cars. With time my ability typically was half the going price. And there were always other cars on the list which were more within reach, as well as financ-

ing restoration projects. With the sale of my business, the money issue was improved though not eliminated.

Age was a factor - in my early 70's, if something was to happen, time was likely short. Several cars became more likely possibilities.

A lovely dark blue/red car with great patina and history in hands of Jack Comer. That car became my first ride in a real Cobra. Great car but out of reach financially.

A black car with very interesting ownership history. Connection made through an introduction at Amelia 2024. Owner wanted to sell but couldn't establish a price – ultimately sold at Amelia 2025 and at a fairly low number. I would have paid more.

A princess blue/red which owner is not quite ready to sell.

A Cobra in Carlisle which can be bought but price not set.

And it goes on-

Of significant interest, a late production Cobra, with very long-term ownership, 50 miles from me. Not for sale immediately but through a series of friends and patience it became the Cobra that came home with me.



How I came to purchase CSX 2574

My good friend Mark Irving routinely has a vendor spot at Charlotte Auto Fair selling a variety of parts. At the Spring 2023 Auto Fair, Mark had a couple of used race tires. Just prior to packing up, a gentleman walked up and asked about the tires. A sale was quickly made. Mark then asked what the buyer intended to do with the tires. Response was, "I have an old NASCAR Cup car and need tires." Mark followed up about the car and was told it was a Heilig Meyers livery, Junie Donlavey car. Mark was a crew member for the car during its race career. A visit was arranged to reacquaint Mark with the old race car, though it was not for sale. Ultimately the owner, Dave Redman of Chester Va



decided Mark deserved to own the car. A deal was struck. Sell two tires and buy a race car!! I got to ride along to help bring the race car home.

This gave an opportunity to visit Dave's garage which is filled with great cars - '66 Shelby, '70 Boss 429, several vintage drag cars, Hi-performance Torino and assorted other cool Ford high performance pieces. As is my practice in conversation, I mentioned my Cobra interest.

Some months later Dave called Mark with information on a Cobra in Northern VA. A friend of Dave's, Rob Beck, had mentioned a neighbor and friend had a Cobra but was in declining health and the family might consider a sale. Dave passed Rob's contact information to Mark, Mark called me with Rob's number and word to call him. Rob is a significant collector of Ford Hi-performance parts and just happens to have a '65 Shelby GT350R.

A call to Rob confirmed a late production 289 Cobra was owned by a neighbor who was suffering with Alzheimer's. The family was not ready to sell and not open to visits. Rob provided a good bit of tantalizing information such as 50+ years ownership and restoration by Bill Murray Racing. Rob and I stayed in contact and ultimately the owner's health was such that the family decided to market the car.

Sadly, the owner, Jim Ward, who had owned the car for 51 years, had reached the point he had no connection to the car. The deal was done with a son-in-law who handled the process in a straightforward business approach. He had it appraised, and we both agree on the typical market range. I made what I felt to be a strong offer. Ultimately the family accepted the offer. In this transaction no dealer, auction house, or third party was involved. I feel confident the seller received more than an auction would have provided net and I paid a fair price.

When we picked up the car, one of the neighbors



who had been taking Jim out for rides in the Cobra gave him his last ride. It was a sad occasion as Jim gave no sign of recognizing the car as something central to his life for 51 years.

So, by Mark selling used race tires for a Ford Thunderbird, the Banjo Mathews race car owned by Junie Donlevi and raced to the front of the Daytona 500 with Heilig Meyers livery and Mark in the pits, ended up in Marks garage, and a Ford Shelby AC Cobra CSX 2574 ended up in John's Garage.

EXPENSIVE USED RACE TIRES!



1965 289 AC COBRA – CSX 2574

PURCHASED In April 1974 for \$7,000.00 by present owner, Jim Ward, Arlington, VA. Driven daily for 2 years, stored 21 years. In restoration 1100 hours over 5 years, December 1997-June 2003.

ORIGINAL 9,000-mile car all matching numbers. Weight: 2020 lbs. Equipped with original Martini Hard-top, Soft-top, Side-Curtains, Jack, Gasline Gun, Dash instruments, headlights, and 5 wire wheels.

ENGINE Modified and maintained by Camell Carter and C & C Automotive, Manassas, VA. 289 cu. in. 425 HP, 11:1 compression, 403 lb ft torque, four 481DC carburetors.

RESTORED And maintained by Bill Murray, Murray Racing, Longmont, CO. Added during restoration: Fuel-safe Gas Cell, Seat Belts, Roll Bar, 4 shock absorbers, Ferrari-red paint, 4 Halibrand Knock-off racing wheels. In 2003 Fuel-safe Gas Cell replaced with Gas Tank fabricated to 1965 289 Cobra specifications by Bill Murray.

TRACKSHOW HISTORY

- 2003-2005: Exhibited in Shelby American Museum, Boulder, CO
- 2003: Delivered by Murray Racing to Daytona International Speedway, Daytona, FL
- 2006: Track time - Virginia International Raceway, Danville, VA
- 2007: Track time - Miller Motorsports Park, Tooele, UT
- 2008: Daytona Historics - Daytona Beach, FL
- Show - Kip Killman's Mustang Roundup - Falls Church, VA
- 2010: Show - Redskin Rides, Ashburn, VA
- Ocean City Car Show, Ocean City, MD
- 2011: Track time - Virginia International Raceway, Danville, VA
- Show - Redskin Rides, Ashburn, VA
- 2012: Parade Laps - Watkins Glen International, Watkins Glen, NY
- 2014: Parade Laps - Road America, Elkhart Lake, WI
- Show - Redskin Rides, Ashburn, VA
- 2015: Parade Laps - Pocono Raceway, Long Pond, PA
- 2016: Parade Laps - Mid-Ohio Sports Car Course - Lexington, OH
- 2017: Parade Laps - Indianapolis Motor Speedway, Indianapolis, IN
- 2018: Parade Laps - Sonoma Raceway, Sonoma, CA
- 2019: Parade Laps - Pittsburgh International Speedway, Pittsburgh, PA
- 2021: Show - Sonoma Raceway, Sonoma, CA
- 2022: Parade Laps - Indianapolis Motor Speedway, Indianapolis, IN
- 2023: Parade Laps - Pittsburgh International Speedway, Pittsburgh, PA
- 2024: Parade Laps - New Jersey Motorsports Park, Millville, NJ

PILOT John Guard, Kitty Hawk, NC; Bob Miller and Dave Teeters, Charleston, MO; Jim and Donna Ward, Arlington, VA



From Your Editor's Keyboard - Terry & Susan Bond

Time - It's one thing we just can't seem to capture and save up for when a little more is needed. We've certainly found that to be true this year as our travels have taken us to many great places. You've read about some here in *The Mudflap*. There are more as we report on the many AACA events we've attended.

Time has been hard to come by to get this issue done during the month it's supposed to cover (August). In fact, we're tossing around the idea of publishing *The Mudflap* on a bi-monthly basis for the coming year. Makes sense as more timely information about upcoming activities is distributed weekly through "The Mudspeck" published by Bob Stein. *The Mudflap* will contain enhanced reporting with photos of our activities and more interesting articles about members and their cars that are not time-sensitive.

Speaking of time - do you have any you could spare to write a story about your car, or perhaps a recent place, museum or event you've been to? We'd enjoy having any "guest contributors" who want to join the fun. All you need to do is call and ask - or see us at a meeting.

Meantime-(there's that word again -"time") enjoy what's left of a hot summer and hopefully a much cooler fall.

Terry & Susan



From Our President

Good day fellow car enthusiasts!

Well, the dog days of summer are upon us and the weather is crazy, to say the least.

July was an exciting month for TRAACA, as we were all treated to some Virginia Beach history at the Ferry Plantation. Thanks to the Milligan's for setting up the event.

August will be an exciting month as various members will be heading north for the Grand National show. Good Luck to all attending the show, and hopefully you will get the award you are trying for. So, with that being said, there's NO August dinner meeting scheduled due to the schedule conflict.

To our MG members, safe travels to Ohio for your event and, yes, we have a lot of dual club members.

August 29th will be the dolphin watching trip so, if you're interested, get your tickets and be on the pier for 11am sail time. Thanks to Linda Pellerin for coordinating this event.

Watch for September activity announcements for dates and times for the Westminster Canterbury drive which is being coordinated by Bill Treadwell.

Remember this is your club and we're always looking for someone to put on an event, so if you're interested please let a board member know.

It's also election time so, if you or a fellow member have interest in being on the board, throw your name in the hat.

Until next month stay cool and safe.

Respectfully,

Harry Park

2025 TRAACA Officers & Board

President - Harry Park
harrygpark@yahoo.com

Vice President - Mike Haag

Secretary - Jerry Adams

Treasurer - Rick Seaman

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

President Emeritus—Bill Treadwell

Visit us on the Internet at: traaca.com

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

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Reporters: Aubrey Austin, Rick Seaman,
Bob & Dot Parrish
Reporter and Photographer: Bob Stein

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TRAACA Board Meeting Minutes

09 July 26

Y-Not Pizza, Virginia Beach

Attendees:

Harry Park President

Mike Haag Vice Presidnt

Jerry Adams Secretary

Skip PatnodeBoard

Wayne Milligan Board

Bill TreadwellPresidnt Emeritis

Rick Seaman, Nick Smith and Chris Ciccone were absent.

Also attending, Tammy Park

616 meeting called to order via Mike Haag, and running meeting

President's Remarks: Thanked Mike Haag for running meeting

Vice President's Remarks: running meeting for Harry Park

Treasurer Report: Rick Seaman was not present, Mike went over reports sent out by Rick. Motion made to accept treasurer reports as sent.

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

Committees: Activities: Mike Haag noted July event led by Wayne & Carol Miligan. Wayne went over upcoming plantation tour plans and lunch to follow noted approx. 28 members have signed up.

Old Business: Club Business Card w/ QR Code: Rick Seaman was not present, Rick sent our preliminary for review and comments. Mike Haag to check with Rick on card. Club Merchandise: Mike working on options for club merchandise, has reached out to a local shop and online option. Mike has a few samples he will bring to next dinner meeting. Other: Trailer taxes have been paid. ODMA account to be closed out once final statement comes in and Tammy reconciles the ODMA account, before end of month.

New Business: Treasury audit: Bill Treadwell noted on the audit everything is balanced and matches bank records. Bill turned over the books to Rick Seaman. Audit complete and closed out.

Awards Manual: Wanye Milligan updated appendix on past awards winners. Need to start prepping for review of awards for 2026 and reviewing awards going forward.

Other: Club laptop. Revisit August Dinner Meeting: Tammy Park to check with Holiday Inn to cancel meeting due to conflict with AACA Grand Nationals. Board agreed that if we can cancel without issues with Holiday Inn, then we cancel, if not revisit and plan accordingly.

Final Comments / Adjournment: August Shriners show, need someone to coordinate TRAACA going in together, or go in on their own.

Next Board Meeting - Thursday, Aug 13 at Y-Not Pizza, Virginia Beach

Motion to adjourn meeting made at 702 and accepted.



AUGUST

31 - Hershey judging registration deadline extended – REGISTER NOW!!!

SEPTEMBER

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

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

Scott Dayton – 757-303-0650

Greg Smith – 757-352-8093

Pete Romeo – 757-503-3533

19 - TRAACA Dinner Meeting - 6 PM (Must RSVP with Skip Patnode) - (Holiday Inn Convention Center, 5655 Greenwich Rd, Virginia Beach, VA 23462) See below for program details.

21-26 – Revival AAA Glidden Tour (Pre-1943) – Dover, DE

OCTOBER

3 - TRAACA Chili Cook-Off, arrive after 11, eat at noon, at Bruce Sedel's house, 2006 St. Brides Road W, Chesapeake VA 23322. Please RSVP to Tammy Park, at tammy_l_park@yahoo.com or 757-450-7672, by Saturday, September 26. Please include number attending, and what dish you will bring — chili, a side dish or a dessert.

6-9 - AACA Eastern Fall Nationals (Hershey)

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

National AACA 2026 Event Calendar

SEPTEMBER

9-14 Founders Tour, Williamsburg VA
20-26 Revival Glidden Tour (Pre 1943),
Dover DE

OCTOBER

6-9 Eastern Fall Nationals, Hershey PA

September Dinner Meeting September 19th!

HRBT Expansion Explained!



Ryan Banas, project director, will be speaking on the Hampton Roads Bridge Tunnel Expansion Project for the September 19th TRAACA Dinner Meeting.

I am sure every one of us have had the adventure of traveling through the HBRT as it has been under construction! This will give us an opportunity to understand the complexities and challenges for this large undertaking.

Be sure to RSVP to Skip Patnode for this!

JUDGING - Time to go to "School"



A special event hosted by Dan Ciccone and Terry Bond

Are you interested in AACA Judging? If so, mark your calendars now for the afternoon of Sunday October 25th.

That afternoon you'll be able to learn all about AACA Judging and how you can get involved in a wonderful part of the old car hobby.

This won't be a full-fledged AACA Judging School, and you won't get an official AACA credit, but you will get some good information on how it's done and how to become one of AACA's judges at our National meets.

We will have information on scoring, team procedures, and some important rules-of-the-road. You don't need to be an "expert" on any particular car so this should be easy and fun.

The event will be held at the home/garage of experienced AACA Judge Dan Ciccone who will join with other experienced TRAACA National

Judges to present a light and informative introduction to the wonderful world of judging.

We plan to have a couple of cars to "practice" on and light refreshments. Advance sign-up will be needed so watch for full details in a forthcoming edition of the *Mud Speck* E-Newsletter published weekly.



HERSHEY, HERE WE COME!

Terry Bond



It's time again to make plans to join the fun at the world's greatest antique automobile swap meet and display in Hershey PA October 5-9.

Monday October 5th is designated as swap meet set-up day, but the field is wide-open for early-bird shoppers. You'll need plenty of energy that day as the field is only partly set-up by early afternoon. But, if you believe the early bird does get the worm, join the throngs of people scurrying around that day.

By Tuesday, the market is in full swing as yet more vendors arrive and open their treasure chests to eager buyers. From then on, each day is filled with the thrill of hunting for things you didn't know you needed and the excitement of discovering things you never thought you'd own. It's simply magic!

And don't forget the AACA Library and Research Center book sale, 4-7 Tuesday evening, in the tents behind HQ. Free timed-entry ticket distribution begins at 3:00.

My swap meet spaces are in an ideal location, in front of the Giant Center, just across from the Crab Cake vendor. We're just a short walk from the AACA tent where you can buy official AACA merchandise. The Hershey Region tent selling official HERSHEY items is nearby, too. My space numbers are GCC 5 and 6, right on the corner. Buy a program and stop in to say Hi and rest your weary feet. You can leave heavy stuff while you shop, but don't forget to claim it later.

The week ends with the fantastic AACA show on Friday. The finest cars you'll ever see will be there. From brass era to historic race cars, it'll be

a treat for your eyes and your camera. You might even be interviewed for a story in *The Mudflap*!

If you've never been before, there are some important things to know. Parking close is not always easy and can cost, but it's worth it. There are some shuttles between fields, so buy a program to help you find your way. Of course, getting "lost" at Hershey can be exciting too. There are plenty of bathrooms and lots of food available in the market. I highly recommend the Crab Cake vendor just across from me.

Hotels in the area are numerous but can get expensive during Hershey week. You can always consider staying outside of the Hershey area but be aware — as the week goes on, traffic in and out of site can get thick. Hotels along Rt22 (Allentown Road) work well. Rt 39 intersects and leads straight into the swap meet area. Hershey Park Drive, the main road in front of the whole event, can get very congested.

I recommend you visit the Hershey Region website for maps of the swap meet fields and other important information.

<https://hershey.aaca.com/eastern-division-fall-meet/>

Click on the Eastern Fall Meet tab at the top of the page to find maps of the area and other info.

Oh — if you have any connections to the weather man, be sure to pray for a great week!

See you there,

Terry

TRAACA MEMBER'S PAGE

Welcome to our New Members!

Betty Waterfield
Lawton & Patsy Baker

Welcome to our Returning Member!

Bill Blair

August Anniversaries

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

September Anniversaries

John & Mary Ann Blair
Tom & Dawn Bottoni
Joe & Jenny Formato
Mickey & Toni McChesney
Herbert & Deborah Mumford
Kenneth & Julie Sayre
Andrew & Brittany Sitar
Jason & Lisa Sturniolo



August Birthdays

Mary Ann Blair
GiGi Bostjancic
Mary-Ellen Bostjancic
Curtis Cook
Dave Cook
Sheryl Cook
Terry Cook
Brian Coombe
Jim Elliott
Matthew Gresalfi
Gregory Logan
Alfonso Ludovici
Sharon Mercer
Maxine Milligan
Carol Milligan
Wayne Milligan
Ed Monroe
Deborah Mumford
Jessica Packard
Bob Parrish
Bob Powell
Myrna Robson
Dwight Schaubach

September Birthdays

Ellen Adams
Boe Bostjancic
Dawn Bottoni
Scott Dayton
Kelly Dayton
Donna Elliott
Marie Gancel
Joe Gentile
Larry Goughan
Denise Haag
Mollie Hunger
Patrizia Lo Betti
Frank McBride
Herbert Mumford
Wes Neal
Bron Prokuski
Andrew Sitar
Nick Smith
Barbara Talley
Bill Wilcox
Bob Woolfitt



Dinner Meeting Corner

Chief Contact: Skip Patnode

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

TRAACA Ferry Plantation House Tour

July 18, 2026



Bob Stein

With the temperature hitting close to 100, few people braved non-air-conditioned vehicles for the club tour of Ferry Plantation in Virginia Beach. We had more than 30 members on hand. Despite the heat, we had Dave Curl and granddaughter in his 1930 Ford Tudor, Alfonso and Patrizia Ludovici in their 1949 Mercury, Bob Stein in his 1954 Mercury, Keith Colonna in his



David Curl and granddaughter



Wayne Milligan starts us off

1959 Lincoln Capri, and Skip Patnode in his 1967 Alfa Romeo.

We met at 9:45 AM and enjoyed private tours of the plantation house, which was closed to all others!

Beside learning about the house and restoration efforts (Ferry Plantation is one of only a few with all-volunteer staffs), we got an entertaining overview of Grace Sherwood, the 'Witch of Pungo'. The group, split into two because of our numbers, explored all rooms of the air-conditioned house, which is supposed to be one of the most haunted locations in the state. Tour docents told of personal experience with the ghosts, and say that there are at least 11 spirits identified, with the possibilities of hundreds of others.



Former Courthouse, now shown as a kitchen





*Known
ghosts,
commemo-
rated with
bricks*



Docent explaining a "Witch's ball", meant to ward off witches in Colonial times. Grace Sherwood did not have one, so she was called a witch



Other tour participants included Wayne and Carol Milligan (who put the tour together), Dan and Chris Ciccone, Tony Miller, Harry and Tammy Park (and grandson), Linda Pellerin, Nick Smith, Ken and Barbara Talley, Terry and Sue Bond, Tim and Phyllis Hund, James and Becky Woodall, Scott Davies, Michael and Denise Haag, and Mark Bischoff.

From the website:

Ferry Plantation House, or Old Donation Farm, Ferry Farm, Walke Manor House, is a brick house in the neighborhood of Old Donation Farm in Virginia Beach, Virginia. The site dates back to 1642 when Savill Gaskin started the second ferry service in Hampton Roads to carry passengers on the Lynnhaven River to the nearby county courthouse and to visit plantations along the waterway. A cannon was used to signal the ferry, which had 11 total stops along the river. The first ferry service was started nearby by Adam Thoroughgood.

Afterwards, most of those who took the tour went to Dockside Restaurant for a good seafood meal! Many thanks to the Milligans for putting this together!



DINNER AND THE INDY 500

July Dinner Meeting Report

TRAACA's dinner meetings are a wonderful chance for members to get together, enjoy a meal, and visit. More than that, there is the chance to meet new members and catch up on news of upcoming club events. Often there are tips on cars for sale, or leads you can pursue to continue stuffing our own garage. But – a highlight is always our guest speakers.

So far this year, we've had some great speakers and July was no exception. Our own published author, Sigur Whitaker, took us on a personal trip through some of her family history. She is part of the Allison family.

It was curiosity about her great-great uncle, Jim Allison, that led to Sigur's first book in 2011, a biography focused on the entrepreneurial co-founder of the Indianapolis Motor Speedway. Her second and third books also related to the speedway's history. Additional Indy related books followed, all of them are laced with family lore.

Sigur grew up in Indianapolis and graduated from the University of North Carolina before moving to our area following retirement from a banking career. No doubt the sounds of the race cars at Indy still echo in her memories and we're glad to have her as an enthusiastic member of TRAACA. She is always an entertaining speaker.

The meeting was well attended and there were of plenty of members lingering to ask questions. We have some great racing and Indy 500 enthusiasts in our midst who enjoy her speaking. Her knowledge of automobile industry history adds considerably to her presentations.



Sigur Whitaker



Britt Skogstad



Prospective members are always welcome



Betty Waterfield



Lawton Baker

Keep your eyes open for future dinner meeting announcements and information about the great programs that come with them.

Dinner meetings are usually on the third Thursday each month. There are a few exceptions, though, so watch for announcements on our club website TRAACA.com, in the *Mud Speck* Electronic Newsletter sent out weekly, and in *The Mudflap*.

Meetings are held at the Holiday Inn Convention Center 5655 Greenwich Rd., Virginia Beach VA23462

Members will also receive an email announcing the meeting and asking for your RSVP so we can provide the hotel with an exact number of those attending. This ensures enough food can be prepared and the room properly set up to accommodate everyone. Remember also that the RSVP is an obligation to pay for your dinner, too.

Hope to see you at the next TRAACA Dinner Meeting.



KHEDIVE Autos Fun & Shine Car Show

August 15, 2026

Terry Bond and Bob Stein

The August event for the club was the big Khedive Temple show in Chesapeake. With the AACA Grand Nationals this month, too much was going on to have a regular club event. Bob Stein volunteered to lead a group from the Kroger parking lot close to the show field, but mixed signals ended up with only 6 cars meeting there. The rest were at the other side of the parking lot, where those in the know had met last year. Happily, they recognized the 1962 Cadillac and followed right after, so the group ended up together anyway.



*Charger,
Larry
Goughan*



*MGs, Richard and Sandy Hall and Susan and
Terry Bond*



*Ford,
Harry Boone*



*Riviera,
Mickey &
Toni
McChesney*

*Reatta,
Fred
Cole*



*Figaro,
Tom Spina*



*MG,
Scott Davies*

*Cadillac,
Bob Stein*



Nothing better than a car show on a hot August Saturday. This annual open car show always draws big crowds and an amazing assortment of stuff on wheels. From an antique Rolls Royce to the wildest things on wheels imaginable, well over 150 cars converged on the grounds on Woodlake Drive in Chesapeake. It's a facility that had to have been purpose built with car shows in mind.

Many clubs were represented. As usual, the Corvette Club provided nearly one of every year for the display. There were hot rods, race cars, custom cars, antique cars, and even some novelty vehicles like a giant Snap-On tool box on wheels. Trucks of all kinds, including customized and fresh-out-of-the-field, were there.

Of course there was a great display of original antique cars there, too, and they drew a lot of attention, especially from a young audience who seemed eager to learn more about automotive history.

The weather man provided some periodic cloud cover, a slight breeze and thankfully, lower humidity for Saturday's event. Threatened thunderstorms never materialized.

We'll be back!

*Volvo,
Boyd Swartz*



*Oldsmobile,
Tim Johnson*



*MG,
Chip
Woolford*



*Flea Market
space,
Tom Norris*



Others who were there:

Barry Basnight
Randy and Mary Carmone
Herbert Mumford
Bob and Dot Parrish
Skip Patnode
Rick Seaman



*Buick,
Ken Talley*



*Rolls Royce,
Paul
Atkinson*



Winners!

Class 4, stock Ford, 55-64



Thunderbird, Dickie Clifton



Class 24, Cad/Olds/Buick/Pontiac 68 and up

First

*Buick,
Dalton & Carol
Williford*



Class 5, stock Ford, 65 and up



*Cyclone,
James & Becky Woodall*



Second

*442,
Bill Treadwell*



Class 41, all others



GMC, Dr. Mike Denbar

AACA in GREEN BAY WISCONSIN

By Terry & Susan Bond

We closed out the Month of July by leaving the oppressive heat and humidity of Tidewater for the cooler climate of Wisconsin and the Central Division Spring Nationals in Green Bay. We'd had this event on our calendar since it was first announced.

Susan grew up in Racine and had not been back to that area in many years. As a Green Bay Packers fan and shareholder (one of the thousands of team owners), a visit to Lambeau Field was a must. Fortuitously, there was a Heritage Trolley Ride on Saturday and the Shareholders Annual Meeting was Monday after the show!

We were a bit concerned about weather for our time in Wisconsin, as thick acrid smoke from Canadian wild-fires blanketed the area earlier in the week. But, by the time we were ready to depart, winds had shifted and the air cleared.

We flew to Milwaukee on Wednesday and allowed all day Thursday for some sight-seeing. First on our list, we'd given a couple hours to visit the Harley Davidson Museum there. 5 hours



later, we were still there! It was one of the most amazing museums I've ever seen. The history, all the memorabilia, and examples of every year of motorcycle since their beginning were wonderfully displayed. We saw how they were made, how they operated, and how they have survived over the years. Even if you were not a two-wheel fan, there was enough early motoring history to keep you going all day long.



Thursday evening, we arrived in Green Bay in time for their welcome reception at the Tundra Lodge, the host hotel. Naturally, a football oriented town like Green Bay was an important part of the event and we were asked to wear our favorite team attire. Susan wore Green Bay Packers stuff, of course, and I was allowed to wear my Detroit Lions T-shirt and ball-cap. Miraculously I did not get thrown out!

Friday was spent touring Lambeau Field and the Packers Hall of Fame.



What an amazing place it was, and what great history that organization has. There is not another team in the NFL like it. It is the only team owned by the fans and not some wealthy individual. The name of an insurance company, brewery or food manufacturer will never be seen on top of the stadium, and the team will never be sold. It's big business for Green Bay and it was



fascinating to learn how it thrives as a business today.



That evening we enjoyed an ice cream social and were entertained by a group of Native American dancers - the Oneida Nation Tribal Dancers. The Native American costumes were fantastic. The music provided was authentic and the lead performer explained each costume and what the different dances signified. It was early American history in dance — a fantastic display of history that came to life for us.



Ok — let's talk cars! The show itself was at the local County Fairgrounds site. Over 130 cars were shown and 96 awards were given out at Saturday's banquet.

The earliest vehicle on the field was a 1904 Sandusky Courier, and the newest was a 2000 Chevrolet Monte-Carlo. Representing TRAACA were Jim and Donna Elliott and Susan and me. Jim received a First Junior Award for his 1981



Honda Express



Honda Express. Debbie and Tommy Nolen from Richmond were also there and Debbie received a Repeat Preservation Award for her 1957 Volkswagen Beetle.



Sunday had been unplanned, but we found an interesting car museum, "The Automobile Gallery". Created to house the collection of the inventor of the "touchless car wash", it hosts many on-loan cars, including one of Bart Starr's MVP Corvettes, the permanent eclectic founder's collection, and rotating exhibits. James Bond vehicles were on display when we were there. A



Jaguar was driven in, and we found out the next week was for British cars, bad timing on our part.



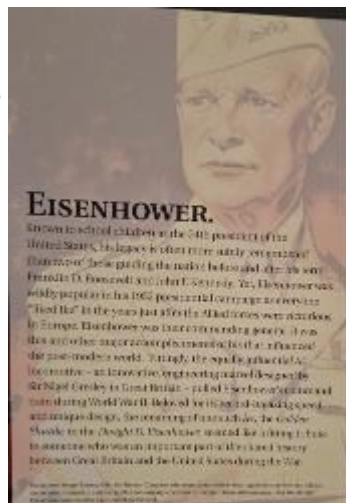
We had lunch at the Hinterland Brewery and Restaurant in Titledown, adjacent to Lambeau Field. This mixed-use development is owned by the Packers and includes everything from condos and a hotel to a sledding hill!

That afternoon we explored the "National Railroad Museum" in Green Bay. Again expecting to kill an hour or two, we finished the outside shed after the place had closed and we were lucky the gate hadn't been closed.



What a collection! The Union Pacific Big Boy #4017 was there. You may have seen #4014 in newsreels as it toured the country this summer. The cab was open to visitors! Susan had seen #4004 in Cheyenne WY in 2010, but it was fenced off.

General Eisenhower's Command Train — locomotive, tender and war-time configured coaches — had come from England and was open to explore. One of the coaches was armor plated and had a conference room, the other was sleeping compartments.



The RPO car was of special interest as Susan's grandfather worked in one for years, riding between Cincinnati and Wheeling WV.



Monday we enjoyed the Green Bay Packers Shareholders meeting, held at Lambeau Field. Early morning storms moved on and the sun came out just in time for us to enjoy sitting in the stadium. We were glad that meeting was held in the summer as Green Bay deservedly earned the nick-name "Frozen Tundra" for the



many legendary football games played there in the open during the winter. It



was great to see everybody decked out in their Packer's attire, just like they would be at a game. I even put on a Packer's shirt for the occasion. Not sure I'd have been allowed in with my Lions shirt on.

We look forward to returning in a couple of years as the very enthusiastic group who organized this great event is planning to host a Grand National in 2028.

There is so much to see there and hopefully we can bring a few more TRAACA members with us next time.

STILL COLLECTING Michelin Tires

By Terry Bond

No, I don't collect tires! But, there are certainly a lot of interesting tire related things you can collect. Michelin has done a wonderful job of advertising and selling tire related accessories - from patch kits to tools - and even small air compressors. First, however, let's take a brief look at this company and their amazing history.

In 1889 two brothers, Edouard and Andre Michelin, took over Barbier Daubrée, a struggling farm implement business founded in 1832 in Clermont, France. They made rubber parts for farm machinery. One day in the late 1890s a cyclist, whose pneumatic tire needed repair, turned up at the factory. The tire was glued to the rim, and it took over three hours to remove and repair it. The repair failed when tested, but the experience was enough to inspire the Michelin brothers to work on creating their own version of a removable pneumatic bicycle tire.

In 1891 Michelin took out its first patent for a removable pneumatic tire. By the turn of the century, they were producing automobile tires based on work done by John Boyd Dunlop. The company was reincorporated and named Michelin in 1899.

The first automobile to race on pneumatic tires was an 1894 Peugeot largely reconstructed by Michelin for the 1895 Paris-Bordeaux Race. Their advertising was boldly displayed painted across the back, making it also the first race car ever to display advertising!

The famous "Michelin Man" is today the most recognizable advertising image in the world. Officially known as "Bibendum" he came about in

1898. The inspiration was actually a stack of tires. From that, the advertising image was created for their first poster entitled "Nunc est Bibendum" which translates to "now it's time to drink." The poster shows Bibendum raising a glass filled with nails and other obvious road hazards, toasting the success of their tires. The phrase "Le pneu Michelin boit l'obstacle" literally means "the Michelin Tire drinks the obstacles."

Over the years many advertising items have been produced. Bibendum has appeared on everything from postcards to large porcelain signs as well as on garage equipment, repair kits and even pins and jewelry.



The first Michelin poster-1898. This reproduction is readily available. Originals are near impossible to find.

Here are a few items from my own collection:



Michelin branded tire pressure gauges. 1910-1930



Michelin Tire Pressure Gauge in its original lithographed tin box



*Michelin Tire
Pressure Gauge
tin
lithographed
box, circa 1910*



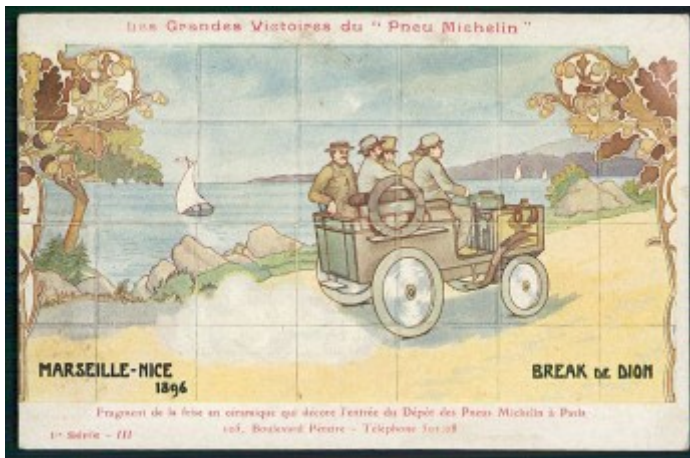
*Very early silver pin -
France, circa 1910*



*Silver Michelin pin in
American, circa 1910*



Michelin advertising postcard, 1908



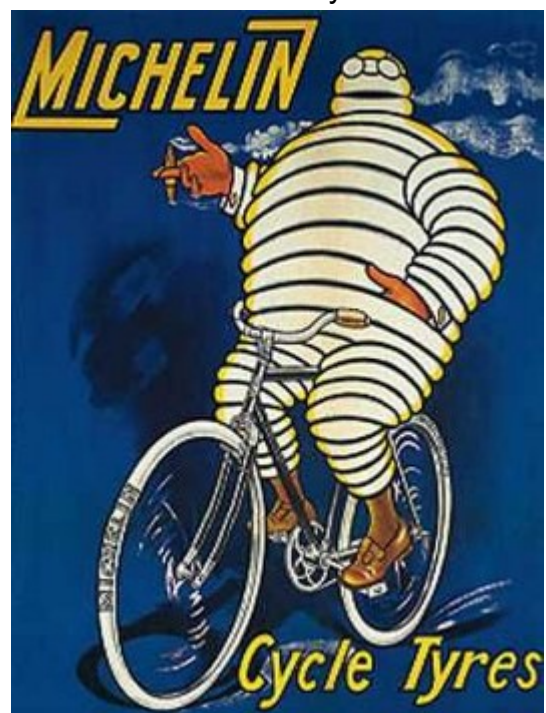
*Michelin advertising postcard, postmarked 1906.
This is from a set of 12 cards showing the large
ceramic tile frescos on the London Michelin
Headquarters building.*



*Large porcelain sign proudly hanging on my gar-
age wall! Purchased in Suffolk VA years ago.*

There are many wonderful Michelin posters available. Genuine antique posters can command prices well above \$1500 depending on condition, rarity, and the visual impact of the image. Wall space to display them however can be a problem! Most are quite large. Excellent quality reproductions are easily obtainable for a fraction of the cost. Most are done in much smaller sizes and would be easier to find room for without having to add on to your home or garage.

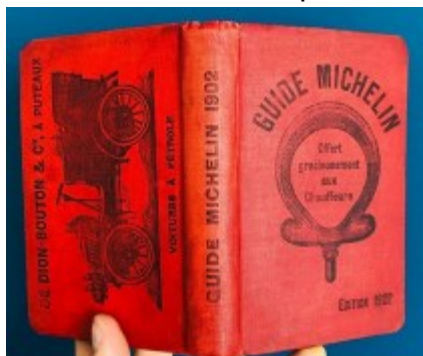
The poster below is an original. Although it advertises "Cycle Tyres" it is a prize in my collection. It was purchased from an antique dealer in England who found several that had never been used in an old print shop. It is from the 1914-15 time frame and is in perfect condition. Although quite large, it hangs in pride on a wall in my upstairs office. I'm looking at it right now as I write this article and am glad to be able to share it with you.



*This large Cycle Tyres poster hangs
proudly on wall in my office*

An item not in my collection is shown below. It's the 1902 edition of the famous Michelin Guide. These began production in 1900 and continue today, steering tourists world-wide to the finest hotels and restaurants available. Thousands have been printed over the years in different languages and for different locations. They are highly collected and a few years ago, a copy of the 1st edition sold for over 5000 Euros. These were often well used so condition is important to collectors.

Not in my collection - 1902 Michelin guide book.



Another popular area of collection for Michelin enthusiasts is garage equipment. I'll include tire patch kits in that group, but the most popular item is certainly the wonderful air compressors that at one time were common in country garages throughout most of Europe.

These compressors come in a variety of sizes - from large wheel-around carts to small portable units. They were produced by several different companies and all date from the late 1920s on. They are quite heavy as the Michelin figure on top is cast iron.

Beware of reproductions. The real compressors should have stout metal working parts with good quality finish and fit for all components. The Michelin figure should be a smooth casting. Reproductions are sand cast and have a rough surface. They look very crude. On originals the pressure gauge on top should actually work, even if it is not accurate.

Michelin air compressor. Small size, circa 1929. Today's value, @ \$1500



Assorted Michelin tire repair products in a wall-mounted Garage service box

Michelin collectables are plentiful. Bibendum appears on everything from key-chains to road maps, from playing cards to matchbooks. It's still being made-especially ash-trays and figurines of Bibendum himself. They are generally made from resin or plastic.

If there is one **BIG "BUYER BEWARE"** though, it has to be these large cast iron statues. They are usually 18-22" tall. The statue is bolted onto the base.

These are quite large and heavy. They have been sand cast, thus the very rough surface. The "Michelin tires" banner appears both in the American spelling of "Tire" and the British version "Tyre." It matters NOT what kind of story you are being told by the flea market vendor or what is listed with it on the internet. Whether it came from "an old collection" or "one sold last week for \$2000" does not matter. They are all imported FAKES. They have been artifi-



BEWARE-FAKE MICHELIN CAST

cially aged but were made just recently. There are 3-4 of them listed any day of the week for sale on evil-bay, and prices range from \$500 to nearly \$1800. They are listed as "vintage" and one currently for sale at \$1700 is described as a "1940s tire store display found in an old garage in North Carolina. These are worthless beyond a few dollars as a doorstep novelty.



Happy collecting as always! Good luck at Hershey in October!

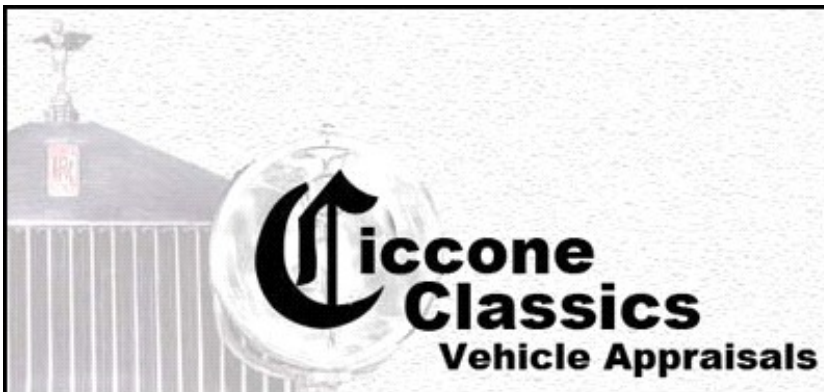
Terry



A Genuine plaster cast Michelin Man statue. Note the quality of the finish

Michelin did produce a good quality "official" replica made from resin but they are clearly marked on the base.

One last treat for Michelin enthusiasts is a look at perhaps their most important landmark. The former Michelin Headquarters building in London (Kensington area) is today a trendy restaurant. The tiled walls are decorated with gigantic tile frescos designed by noted French motoring artist Montaut. Each of them is a scene from some of the earliest European automobile races starting with the famed 1895 Paris-Bordeau event, recognized as the world's first timed auto race. The tiles are breathtaking and the entire building is a trill to see in person. If you are ever in London, this needs to be on your list of things to do!



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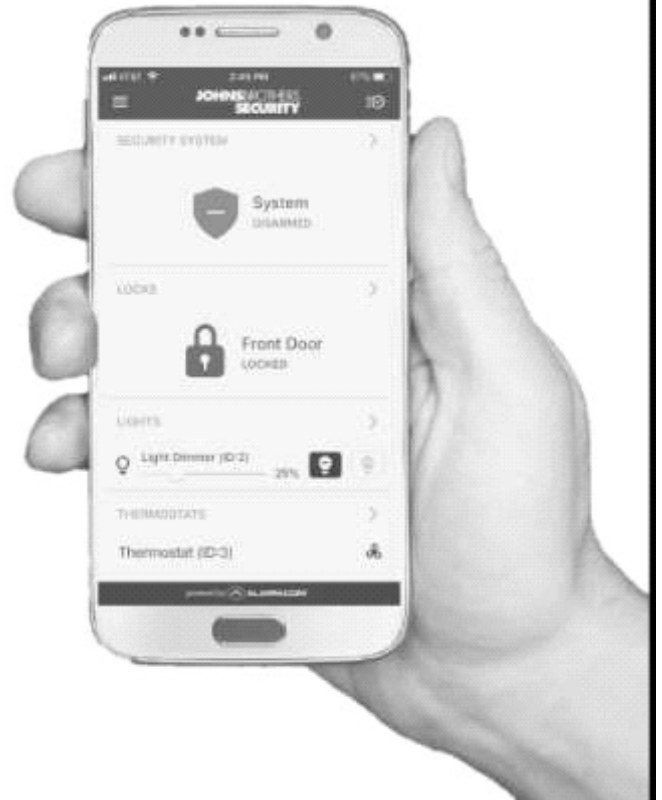
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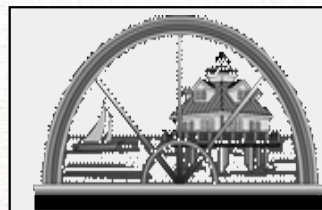
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