

The Mudflap

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

Volume 65, Issue 9

September 2021



TRAACA September Activity: Cape Henry Lighthouse Saturday, September 11, 2021

Come out and join your TRAACA family as we will be visiting the Cape Henry Lighthouse on Saturday, September 11, 2021. We have a guided walking tour scheduled for an 11:00AM departure. The tour covers almost 500 years of history just at Cape Henry including the lighthouse, the Jamestown settlers first landing here, major wars fought in the Bay, a WWII bunker site, the Norfolk Southern Railway Station, O'Keefe's Casino, and some fun facts about the area's history.

Our tour will last about an hour and should be very educational and informative. There will be some extra time available for perusing the gift shop. We will not be climbing the Lighthouse. The group rate for our guided tour is \$8 per person. Lunch will follow at Dockside Restaurant at 1:00PM, just a short drive from Fort Story on Shore Drive. Dockside Restaurant address: 3311 Shore Drive, Virginia Beach, VA 23451.

The Lighthouse is located on Joint Expeditionary Base Little Creek-Fort Story, address: 583 Atlantic Ave., Fort Story, VA 23459. Plan on entering the Base at Gate 8 via this address. Once you arrive at the Gate inform security that you are here for the Lighthouse tour. Ensure that you have current vehicle registration and insurance paperwork in the event you are asked to provide them. We will park off to the left side in the lot just past the Gate and take a shuttle to the Visitor's Center where we will meet our tour guide. A shuttle service was implemented in 2018 to improve Base security requirements. Plan on meeting as a group at the Gate 8 lot at 10:30AM so that we can all board the shuttle and stay together as a group and be on time for our 11:00AM guided tour. The shuttle will take us to the Visitor's Center where we will all pay individually. The shuttle will return us to the gate and our vehicles when we are done. At the time of this article, masks are required while on the shuttle and while inside the gift shop.

Please rsvp to Matt Doscher via email: VLW78@Hotmail.com, or by phone: 757-448-7048 no later than Thursday, September 9, 2021. Please do not rsvp after this date.



A 1956 Packard Executive at "Packards & Pints" at the Historic Packard Proving Grounds in Shelby Township, MI. Read the story about the Proving Grounds on Pages 4-8.



TRAACA CALENDAR

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

SEPTEMBER

4 - 2:00 – 4:00, Doumars (unsubsidized)

11 - 10:60 AM – Tour of the Cape Henry Lighthouse and lunch

16 - Dinner Meeting at Chesapeake Conference Center

18 - Richmond Region AACA's

51st Annual Richmond Car Show and Swap Meet - (St. Joseph's Villa, Richmond) For more information please visit: www.RichmondCarShow.com.

25—TRAACA Annual Meet—Eggleston Services, Norfolk

OCTOBER

2 - Atlantic Shores Third Annual Classic Car Cruise-In

9 – 2:00 – 4:00 pm Doumars (Unsubsidized)

14 - TRAACA Board Meeting

16 – Chili Cook-off at the Milligan's home in Chesapeake (this is the October Dinner Meeting)

21-23 - Shenandoah Valley Region's ODMA Fall Tour

November

(Date and time TBD) – Tour of the Portsmouth Naval Shipyard Museum with lunch

18 - Dinner Meeting at Chesapeake Conference Center

20 – (time and starting location TBD) Square Car Tour

December

4 – Driving tour of Christmas Lights at Oceanfront and possible dinner

President's Podium

Wayne Milligan
TRAACA President
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Hello fellow Tidewater Region AACA members. I hope all are well. The Club has now held two Dinner Meetings since the pandemic restrictions have eased – and as we've learned reading Terry Bond's articles, one more and we'll have a collection! Bob Stein gave a very informative presentation about collecting the newest ACCA eligible automobiles – cars from the 80s and 90s. Again, we met at the Chesapeake Conference Center in the Greenbrier area of Chesapeake. Our September presentation should also be very informative. A representative from the U.S. Army Transportation Museum will present 'Hampton Roads and World War II'. Another reminder, RSVP deadlines have changed to allow time for the food to be ordered and the venue to be paid in advance as required. Also, with plated dinners, an accurate headcount is mandatory. Unfortunately, a meal will not be available for anyone arriving without an RSVP. The RSVP deadline is the Wednesday, one week prior to the Dinner Meeting. Anyone who wishes to RSVP after that Wednesday will be added to a wait list. If vacancies occur, Skip Patnode will contact those on the wait list in the order received.

The 29th Khedive Autos Fun & Shine Car Show returned Saturday, August 21st to the Shrine Center in Chesapeake. Thank you to Sam Kern and Bill Treadwell for volunteering to coordinate a Tidewater Region tent for recruiting

new members and providing a shady hangout for current members. In addition, by the time you read this, the Club will have toured Nauticus and the USS Wisconsin. Thank you to Ellen Adams for coordinating that activity.

In an effort to make up for lost time, the Club has a busy schedule of activities coming up. In September, we will be back at Doumar's on the 4th from 2:00 until 4:00. This is not a subsidized event but it's a great opportunity to gather and enjoy some great food and ice cream. The following week, September 11th, Matt and Vickie Doscher are coordinating a tour of the Cape Henry Lighthouse. Later that same week, Thursday the 16th, we'll have our third 2021 Dinner Meeting at the Chesapeake Conference Center (thus, qualifying as a collection!).

Also in September, the Region's 47th Annual Meet will take place on the 25th. Meet Chair, Bob Stein, is planning an excellent event. Again, this year the event will be open only to unmodified vehicles 25 years old or older and will not include class judging. A special display of AACA National and Grand National award winners is planned. The Meet is being held at the Eggleston Corporate Offices, 5145 E. Virginia Beach Blvd., Norfolk VA (next to Norfolk Marine).

We are currently forming a Nominating Committee to select a slate of candidates for the 2022 Board. If anyone has an interest in serving your Club as a Board member, or any ideas to share, please let myself or any current Board member know.

As always, I hope all remain well and safe and I look forward to seeing each of you very soon!

Warmest Regards,

Wayne Milligan, 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** 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!



2021 TRAACA Officers & Board

President - Wayne Milligan:

traacacontact@gmail.com

Vice President - Tim Hund:

traacacontact@gmail.com

Secretary - Fred Cole

Treasurer - Tammy Park

Board - Jerry Adams

Board - Dick Chipchak

Board - Skip Patnode

Board - Doug Grosz

President Emeritus - Matt Doscher

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

From the Running Board

August 12, 2021 TRAACA Board Meeting Minutes (final approved copy can be obtained from Secretary)

TRAACA Board Meeting

Officer's Present: Wayne Milligan (President), Tim Hund (Vice President), Fred Cole (Secretary), and Tammy Park (Treasurer). Board Members present: Jerry Adams, Dick Chipchak, Doug Grosz, and Skip Patnode. Club members present: Harry Park, Bob Stein, Bill Treadwell

Quorum: Board Meeting called to order at 7:03PM.

President: Wayne will be talking to the Chesapeake Conference Center about continuing to use them as the dinner meeting location in 2022.

Vice President: Nothing to add

Secretary's Report: July minutes reviewed and approved electronically

Treasurer's Report: July reports distributed electronically

COMMITTEE REPORTS:

Activities:

TRAACA annual swap meet was a great success. All participants had a good time and the club turned a profit.

The 2022 meet is scheduled for March 4 and 5 at Nansemond Suffolk Academy

Square car tour date is set for November 20. Starting point and lunch location TBA

Doumar's scheduled for August 14, September date has been moved up to September 4

Sunday, August 29 (2:00) – Ellen is coordinating a self-guided tour of Nauticus and the USS Wisconsin along with dinner at Saltine. Group rate is \$13.20

Saturday, September 11 (time TBD) – Matt and Vickie are coordinating a tour of the Cape Henry Lighthouse and possibly lunch

Saturday September 25 Tidewater Region Annual Meet: LOCATION: Eggleston Corporate Headquarters, 5145 E. Virginia Beach Blvd., Norfolk VA 23502

ACTIVITIES:

Ordered 120 dash plaques from Rallye Productions (Invoice not yet received)

Locked in food vendor – Road Dogs LLC (vendor for swap meet)

Coordinated with Eggleston Corp:

Eggleston will assist with publicity

Radio interview with WNIS being set up

Table at show

Display car for Eggleston Auctions at show

Web Page/Registration forms up on web site

Meet Chair: Bob Stein – 757-270-3689/ posti-bob@gmail.com

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Saturday, October 2 – Matt is coordinating a Cruise-In at Atlantic Shores.

Saturday, October 16 – Carol and Wayne are coordinating the Chili Cook-off at Dewey & Maxine Milligan's home in Chesapeake (this is the October Dinner Meeting)

November (date and time TBD) – Carol and Wayne are coordinating a tour of the Portsmouth Naval Shipyard Museum with lunch

Saturday, December 4 – Travis and Kim are coordinating a driving tour of the Christmas Lights at the Oceanfront and possibly dinner

Sunday, December 12 – Holiday Brunch at the Princess Anne Country Club (this is the December Dinner Meeting)

Restaurants:

August Dinner Meeting - \$300.00 deposit made (receipt to Treasurer)

Subsidizing Nov, Dec

Membership:

Membership information through July 25th – 163 memberships, 283 members

Unfinished Business:

Club trailer maintenance – State inspection completed, installed new jack (warranty claim)

Club tax reporting – advising GN Committee of potential implications

Bylaws review update – Dick, Skip, Fred, Tammy

Amount of Club donation to AACA Library 'In Memory Of' (pending Bylaws review)

Some possible changes are being reviewed now and a meeting is planned before the end of August, Intention is to present recommendations to club membership at the September meeting

New Business: 2022 Club dues will remain \$25.00

Other Business:

VPCCC Monthly Meeting Report: No report given

CCCHR Monthly Meeting Report: Skip Patnode has informed us that the CCCHR is setting up a new website with more easily accessible information.

Adjourned. Adjourned at 7:39, the next Board meeting is 7:00 pm Thursday, September 9th at Unos



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

Editor: Doug Grosz

c/o Tammy Park 1804 Silveria Street Virginia Beach, VA 23464

Historic Packard Proving Grounds

Shelby Township, MI

Story and photos by Mark McAlpine

The historical facts provided below are from the “About Us” page of the Packard Proving Grounds website (www.packardprovinggrounds.org), a brief history of the early years of the company by Roger T. White—a descendent of Packard co-founder George L. Weiss—and a history of the first 50 years of Packard written by the company to celebrate its golden anniversary, both posted on the Packard Club website (www.packardclub.org), and the National Register of Historic Places registration form retrieved from the National Archives.)

Even though Marion & I grew up in metropolitan Detroit and still spend a significant portion of every year there, we had never visited the Packard Proving Grounds. We rectified that when we spent most of June back home in Michigan—we visited the Proving Grounds and got a private tour of the facility, then returned again that weekend to attend its “Packard & Pints” fundraiser. We enjoyed every minute of both visits. The Proving Grounds are steeped not just in the history of the Packard Motor Car Company but automotive history overall.

If you “ask the man who owns one,” you’ll find out that the Packard Motor Car Company was founded in 1899 and produced automobiles in Warren, OH, from 1899-1903. The company was founded originally as Packard-Weiss. (George L. Weiss, was a major stockholder in the Winton Motor Carriage Company and partnered with the Packard brothers to found the new car company.) It was renamed as the Ohio Automobile Company in 1900 and then as the Packard Motor Car Company in 1902. (It eventually bought Studebaker in 1954 to become the Studebaker-Packard Corporation, but that’s another story.) In 1903, it moved to a new headquarters and factory complex, designed by noted architect Albert Kahn, on East Grand Blvd in the heart of Detroit, MI. (The concrete-reinforced

buildings—the first factory buildings built with the material—which closed in 1957, still stand today, derelict but seemingly indestructible despite several attempts to raze or repurpose them.)

The Packard Proving Grounds are located about 22 miles from Packard’s Detroit factory. Construction began in 1926. Albert Kahn designed the entry gates to the facility, the Tudor Revival-style Lodge (completed in 1927) and the almost 10,000-square foot Repair Garage (completed in 1928). The 2.5-mile, banked, high-speed, oval test track was inaugurated on 14 June 1928, when famed Indy car driver Leon Duray drove his Miller 91 Indy race car to a world speedway record of 145.3 miles per hour (per the Packard history; other sources report it as 148.7 mph), a record which stood until 1952. [To put this in perspective, the top qualifying time of the 1928 Indianapolis 500—set by Duray—was an average 4-lap speed of 122.931 mph and single lap speed of 123.203 mph.] The Proving Grounds also included 12 miles of dirt, gravel, and sand roadway (opened in 1929) complete with water pits and a section with railroad ties to test the vehicles. Chrysler Defense Engineering leased the Proving Grounds from 1940-1945 to test its M-4 Sherman tanks, and in 1943 built the Engineering Laboratory Building behind Packard’s Repair Garage. (Packard, like all the major automobile manufacturers had shifted from automobile production to wartime production, in Packard’s case, mainly to production of engines for aircraft and PT boats—over 55,000 Merlin engines under license from Rolls-Royce and over 13,000 marine engines for the U.S. Navy’s Patrol Torpedo (PT) boats.) The tanks were built 12 miles away in Warren, MI, and, according to our tour escort, driven down Van Dyke Avenue to the Proving Grounds. [That must’ve done wonders for the condition of the road.] Packard resumed testing at the



(L-R) Repair & engineering building and lodge at the Historic Packard Proving Grounds in Shelby Township, Michigan

Proving Grounds from 1946-1956.

Sadly, the Proving Grounds are a remnant of their former glory, shrinking from the original 504 acres (expanded later to 680 acres) to a little over 17 acres today, but the important buildings are still preserved thanks to the efforts of the Packard Motor Car Foundation (PMCF). According to the Proving Grounds website, the PMCF was founded in 1997 and in 1999 focused on preserving the Proving Grounds, which had been slated for demolition. (Ford Motor Company purchased the Proving Grounds in 1961 and moved its trim production there from its Highland Park plant.) The Packard buildings were not changed significantly, reportedly because Ford only used them for storage. Ford sold off most of the property in 2002, but turned over 14.51 acres to the PMCF including the entry gate and twin entry drives, Lodge, Repair Garage, Engineering & Lab building, water tower, garage, and "Lindbergh" aircraft hangar (relocated from the infield of the test track which had been sold). In 2017, the PMCF obtained another 3 adjoining acres of the original facility. The track's original timing & observation tower remains, but only 445 feet of the track's straightaway. (The rest of track is now a housing subdivision.)

The Proving Grounds were recognized as a State of Michigan historic site in 2005 and added to the National Register of Historic Sites in 2007. The facility is open to the public daily, but you need to schedule a tour in advance to access the buildings and see the car collection. Marion & I were fortunate that René Moon, the Assistant Event Coordinator, kindly gave us a 1.5-

hour tour the same day we called her. (I had called her to follow up on an earlier discussion I had with Mary Anne Demo, the Event Coordinator, about holding a car show at the Proving Grounds.) René knew the history of the facility and every inch of the grounds. She was very generous with her time, and the tour would not have been as interesting or as much fun without her.

My photographs don't do the facility or car collection justice. The Lodge, complete with the attached 8-car garage and dormitory rooms above, housed the superintendent of the Proving Grounds, Charles Vincent, his wife Lucille, and their three daughters (Dorothea Elizabeth, Cornelli, and Roberta) from 1927-1940. The dorm rooms housed the visiting engineers and test drivers. The Repair Garage was used to prepare, adjust, repair, and disassemble and reassemble the test vehicles, sometimes including dismantling the cars down to the frame. Today, the Proving Grounds are a popular site for weddings and receptions, car shows, and a weekly farmers market.

If you're ever near Detroit, call the Historic Packard Proving Grounds and schedule a tour. It's an amazing facility and its history is fascinating. It's a bit disappointing to see the large subdivision of houses where the test track used to be, but, if you close your eyes, you can almost still hear the roar of Packards flying around it. And if you're a Packard enthusiast, or even just an automobile enthusiast in general, consider making a donation to the Proving Grounds. They're in the middle of a fundraising campaign to repaint the historic water tower and restore the main entry gates.



1911 Packard Model 18 fire car



1916 Packard Twin Six touring car



1925 Packard Six 7-passenger sedan



1928 Packard limousine (at the "Packards & Pints" fundraiser)



Packard 4M 2500 12-cylinder, 2,490-ci PT boat engine



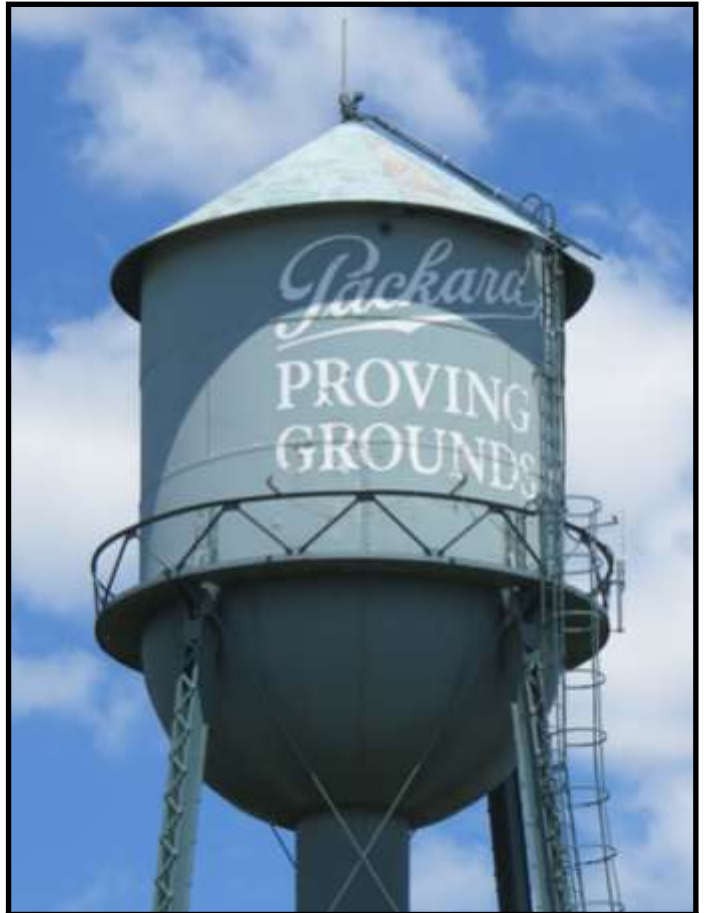
1938 Packard roadster



1940 Packard 120 5-passenger touring sedan



1942 Packard Clipper sedan



The historic water tower at the Packard Proving Grounds



1942 Packard 120 convertible coupe—1 of last 10 built before WWII



Packard "Goddess of Speed"



Some of the 1950's Packards on display in the former Packard Engineering & Testing Building



1950 Packard 4-door Station Sedan



1953 Packard Caribbean convertible



1954 Packard Deluxe



1954 Packard Pacific—1 of only 5 produced in Amethyst color



1954 Packard Caribbean Custom



1955 Packard Clipper Custom sedan



1956 Packard Patrician sedan



1956 Packard Executive sedan



A view from the cockpit—2 of the V-12s are covered



The 1932 Garfield "Gar" Wood "Miss America X"—the last powerboat built by Gar Wood and the only one built with four Packard V-12 engines, each producing 1,800 horsepower. In 1932 it set the world water speed record of 125 mph—a record that held until the mid-1960s



Still Collecting – – Pocket Knives

By Terry Bond

How many of you carry a pocket knife? It's an old custom that never seems to have gone away. Many gentlemen still carry a small folding pocket knife wherever they go.

To the extreme, those infamous Swiss Army Knives could be used for just about everything. Even the lowly single-blade version is useful when you need to trim just a little slice from something. They are their own little manicure sets, and of course, they make excellent little screw-drivers and miniature pry-bars.

Over their hundreds of years of existence, pocket knives have offered up their handles for decorative purposes. For hunting and fishing enthusiasts, stag-horn or wale-bone would be appropriate. For the wealthy, silver inlay, or even gem studded handles would be a suitable symbol of status. For motoring enthusiasts in the early 1900s and beyond, many were available in an automotive theme. It's those we'll be looking at.



*Large sized (3 ½" length) pocket knife branded Ros-
terell, Solingen, Germany, circa 1920s*

My own collection of them began many years ago in a small Michigan antique shop. For a mere \$3 I purchased a small metal "pen-knife" with a handle in the shape of an early car. A "pen-knife" is a single blade, small sized knife that earned its name because it was used to trim and sharpen the tips of early pens.



*Small sized (2 ½: length), pocket knife, blade
marked D. Peres, Solingen, Germany, circa 1920s*

I soon found there were quite a few varieties of them, and of course after adding #3 to my new "collection" I began enthusiastically searching for more of them.

Yard-sale junk boxes produced a few. Antique car swap meets have always been a good source, and even internet sites usually have them available.

Now that I have a good collection of them, I am comfortable letting out a little secret-these are still very inexpensive little things you can collect and find fairly easily.

However, there are commonly found reproductions and some fantasy items around, so buyer beware.

I've found the vast majority of these little knives are marked on the blade "Solingen." Some are also marked "Stainless Steel." I'm often asked what all that means. Are Stainless Steel knives recent reproductions? Does it mean they are better quality?

Here's the story-

Solingen is a town in Germany that's been around a long time. The town has been mentioned in written works since at least 1067. By Middle Ages, it became well known for the many blacksmith and smelters who set up business there producing swords. Production over the years was so great that blades made in Medieval times have been found in all Anglo-Saxon countries. Although their primary focus was always weaponry, their production over the years has extended to all kinds of items including razors and pocket-knives. Solingen earned its name "City of Blades" a long time ago, and continues to this day as a major producer of such items. Although the town was completely destroyed during WWII, today it is a major world-wide producer of fine cutlery.



*Example of markings on the blade of a pocket knife
made by D. Peres, Solingen, Germany.*

We need to also talk briefly about "Stainless Steel." Stainless Steel contains a percentage of Chromium, which gives it resistance to corrosion. Without further boring you with the metallurgy involved, it's been around since the 1890s. So-yes, a blade marked

as “stainless steel” can be old. If it was made in Solingen, Germany, even better! But-just because a blade is marked “Solingen” however, does not automatically mean it’s made using stainless steel, or even old. The blade manufacturing in Solingen thrives to this day in chef’s knives, razor blades, as well as knives and swords of all kinds made for collectors and as souvenirs

These knives fall into several different categories:

Figural - the shape of an automobile

Commemorative – souvenir items from a special event

Advertising – knives with advertising embossed or printed onto them.

Naturally, there are cross-over examples of each type. For example, I have a few nice figural knives that have advertising on them.

A good example is this great little knife advertising “Blairs.” You would assume just because it is in the shape of an early automobile it advertises a garage or auto dealership. It could just as easily have been a promotional item for a hardware store.



Pocket knife advertising “Blairs.” Made in Germany, probably pre-war I.

A great example of a Figural style of pocket knife is this rare version depicting a closed car. I’ve noted the vast majority of early pocket knives of the “figural” variety depict open cars-usual large touring cars. To find one in the shape of a sedan is quite difficult, especially like this one that was found with its original leather carrying case.



Rare figural Sedan pocket knife with original leather carrying case. Circa 1920s.

Another “Figural” advertising pocket knife is this

wonderful ESSOLUBE advertising knife. The closed knife measures 3 ¾ inches in length. The blade is unmarked and I strongly suspect this knife is of British origin. The knife is in wonderful condition with much of its original coloring. It would appeal also to collectors of petromobilia.



Essolube figural advertising pocket knife

Here is an example of a nice figural pocket knife clearly in the “memorabilia” category. These knives were recently produced commemorating an anniversary of the Mercedes automobile. They are readily available on the internet, often in their original packaging. Sometimes however, the knives find their way into flea markets without that packaging and are sold as “antique.” Although they look old, they are modern manufacture. The blades are marked “Inox Solingen.”



Inox Solingen branded figural automobile knife – Mercedes souvenir often sold as an antique. This knife is over 3 1/4 inches long unfolded and is a two-bladed knife. Produced in the 1980s.

While we are looking at some modern-made knives, this one turns up quite often in flea markets and on the internet.



Modern production brass automobile knife, over 3 inches in length. Originally produced by Couperier Coursolle in the 1970s, they are currently being made in Taiwan. Blades are marked "Stainless"

It was produced originally in France by "Couperier Coursolle" and is quite large in size. It is of modern manufacture, still being made in Taiwan. The exact same knife can be seen branded as "Parker Cut. Co." and as Taylor Cuttlery." Taylor Cuttlery is a Japanese based company that actually started in about 1975. There is an interesting history behind the Parker company and its founder, James Parker. The company began in Chattanooga, TN. They were among the first to begin importing Asian manufactured components. Parker was instrumental in elevating knife collecting to where it is today. Although he passed away in 2002, his son carries on the business and continues to promote knife collecting.



This is a Sedan version of the knife shown above marked "Remington" on the blade.

Many other pocket knives have been manufactured over the years, and continue to be imported from overseas in large quantities. Even the well-known "Franklin Mint" famous for their millions of "instant collectibles" produced a "series" of automobile knives. As a collector's item, they are virtually worthless though.

In the advertising category, there is endless variety. This wonderful celluloid handled Packard advertising

knife from my own collection is 3 ½ inches in length, with the Packard script in black. These will sometimes have dealer information printed on one side and the manufacturers log on the other.



Celluloid Packard Script pocket knife. Over 3" length.

This is a high quality 2-blade knife marked "U.S.A."

Whatever your favorite car is, there was a pocket knife made to advertise it. I urge caution however as the more popular brands of automobile can be found printed on many newly made knives. This Ford knife is one of the most readily available on the internet. Be cautious also of Chevrolet, Buick, Cadillac, etc. Most are modern "souvenir" items. It can be difficult to tell a modern fantasy item from an old original unless you are experienced and have handled a lot of them. Even some knives made in the past ten years or so may have some evidence of wear and tear on them. Best bet is never pay more than \$15-20 for these unless you are sure it's a real antique.



Modern production Ford "souvenir" pocket knife.

But- if you are collecting knives advertising your favorite make of automobile, there may be few limits to your collecting. Modern made souvenir items may be appealing to you. Remember --buy things because you like them, not for what they may or may not be worth now or in the future. The best investment ever made is worthless until it is sold!

And-don't forget some of those novelty pocket knives advertising tire products like tires, motor oil, and other objects related to automobiles, like this wonderful early Goodyear Tire advertising pocket-knife.



My own preference happens to be for the earlier objects because of the history they reflect. These items are inexpensive enough there is hardly room for a buying mistake. Most early pocket (or pen) knives sell between \$35-\$50. Some early advertising knives like that Essolube example from my collection could be worth \$125 or more.

Like all things collectible, condition should be important. Significant wear, damaged blades, or loose-fitting hinges should all detract. It is only natural that these useful objects would see some wear from handling and use, and I consider that as an indication of age, if the wear appears as you would expect. I do not try to clean and polish them other than wiping away dirt and grease. Most were made from soft material like brass or even aluminum. Attempting to polish them can cause more harm than good. Try to restrict your purchases to items in nice condition. There are plenty out there to choose from! In closing, here is a look at a grouping of a few very early pocket knives from my collection. These small early style knives are among my favorites.



As always, enjoy the photos and enjoy collecting. As Hershey approaches, I look forward to writing my October column with stories about treasure hunting, wonderful discoveries, and most of all, sharing with friends we've not seen in a long time.

Happy collecting!

Terry

TRAACA ANNUAL 2021 ANNUAL MEET SEPTEMBER 25TH

This year's Annual Meet will be a different format and location than most members have become used to. On September 25th, the Tidewater Region will host its 47th Annual Meet at Eggleston Corporation Headquarters located at 5145 E Virginia Beach Blvd in Norfolk. In addition to the new venue, this year's show is open only to unmodified vehicles built in 1996 or older. There will be no Mods and Rods section. Additionally, there is no class separation or class judging.

The show field will open at 8 AM and close at 3 PM, with food provided by Road Dogs, the excellent vendor who has serviced out last few swap meets in Suffolk. Eggleston Corporate will have the building open for restroom facilities, and there is free parking both for trailers and for spectators. A special display of AACA National Award Winners will be located at the front of the show field along Virginia Beach Blvd, to show what AACA is all about.

Although there is no individual class judging, all participants will be eligible for trophies recognizing originality. This year's awards include Best in Show, Most Original – Before 1955, Most Original – 1955-1970, Most Original – 1971-1996, Merritt Horne Award, Oldest Vehicle, Furthest Driven, Oldest Owner, and Youngest Owner.

This year's show plaque (see plaque on page 22) features the stunning 1970 Chevelle SS convertible owned by Harry and Tammy Park, a Grand National award winner that was also featured at the 2021 AACA National Membership Meeting in Williamsburg. Show plaques will be given to the first 120 registrations. Registration is \$15 in advance, and \$20 day of show. Preregistration is not required but is encouraged. For more information and the registration form, go to the Club web site at: http://traaca.com/2021_show.html You can also contact the Meet Chair Bob Stein, directly at 757-270-3689 or email postibob@gmail.com. The Meet Registration Chair is Jerry Adams, who can be contacted via email at traacameet@gmail.com.

Come out and support the event, the AACA, and have a great time!



Birthday Drive by for George Gurnee

By Mickey McChesney photos by Toni McChesney



On August 17 10 members gathered to help celebrate the 95th birthday of TRAACA member George Gurnee. George is also the last living WW2 veteran in TRAACA. We met a short distance from George's home and past by his place with horns blowing and neighbors watching. While George was unable to come out to greet us, he was watching and waving thru the living room window. He called me the next day to say how much he appreciated everyone coming out and was able to recognize a lot of the cars, particularly the 442 of Bill Treadwell. George is an Olds man you know.

Attending were John and Marie Gancel 1968 Chevy; Jere and Carol Avenson 1954 Packard; Riley Best 1971 Plymouth; Bill Treadwell 1973 Olds 442; Sam Kern 1988 Chevy Pickup; Skip Parnode 1967 Alpha; Dan Ciccone 1984 Rolls Royce; Scott Davies and Holly Forester 1969 MGB; Bob Stein 1941 Packard; Mickey and Toni McChesney 1940 Olds.



Cross Country in a 1967 Oldsmobile Vista Cruiser

Story by Phyllis Hund Photos by Tim Hund

Well folks, here it is..... my first cross country car trip story. And of course, it goes without saying, that it was in a vintage car. A 1967 Oldsmobile Vista Cruiser station wagon to be exact. Tim bought the car from a man in Phoenix ,AZ and he thought it would be a fun adventure to fly there and drive it back to Norfolk. I've never done anything like this but I was game. Of course this was before I found out that it didn't have AC!

We flew out on Monday, May 17 and thankfully had a smooth flight to AZ. The car purchase took place that evening at our hotel. In addition to having all of the pertinent car papers and memorabilia, he also brought us a box of chocolate covered Hawaiian macadamia nut clusters as a gift. There were enough that we could each eat one every evening on our way back home.

On Tuesday, May 18, we set out at 7:00am on our adventure back home. Tim took back roads to Winslow ,AZ so he could get a feel for the car. Before getting on I- 40, we stopped for lunch in Winslow. But ,unlike the Eagles song, we didn't see a girl in a flatbed ford. We picked up I-40 and with the windows rolled down and the speed limit at 75, conversation was nearly impossible. We didn't even turn on the AM radio, as we wouldn't have been able to hear it over the passing trucks and wind. So we just rode in companionable silence, which was actually quite nice for a change.

In mid afternoon we stopped for gas at the AZ/NM border. While Tim gassed up, I saw a souvenir shop not far from the gas station. I asked Tim to stop so I could run in and buy the grand kids a souvenir from the southwest. He graciously stopped and when I returned to the car, he turned the key and ...Nothing!! After a call to Haggerty and a couple of hours wait, a tow truck arrived. There was a problem with the starter switch wires. The driver got it started and followed us to the next town of Gallup , NM. Once we got our hotel room, Tim turned the car off and the tow truck driver said he would return in the morning with the parts to fix it. By this time it was 7:45pm and we were hungry. We had several restaurant choices within walking distance. Cracker Barrel was closing and Applebee's had a long wait. So we continued walking to a Chinese fast food place. It was open , but didn't offer dine-in service, so we got our food and then sat on the curb to eat it. I'm sure we were quite a sight.

The next morning, Wednesday May 19, the tow truck driver returned and he and Tim fixed the car. We were back on the road by 11:00 am. We drove the rest of the day without any mishaps. We stopped in Tucumcari,NM for the night . We went out for a nice dinner at a place on Old Route 66 that Tim had eaten at on a previous trip in 2014. It was a Mexican/steak restaurant called PowWow and was indeed delicious.

On Thursday, May 20, after another good night's sleep , we were back on the road by 7:00am. Traveling across Texas, we had to drive through some thick fog. After running out of the fog, it was mostly cloudy. As we

crossed into OK we ran in and out of rain. Tim had put Rain-X on the windshield as the wipers were not very reliable. We also lost 2 hubcaps somewhere in OK, but we never heard anything due to the wind. That evening Time took the remaining 2 hubcaps off so we wouldn't lose those also. We stopped for the day at the OK/AK border and decided to stay at a motel instead of a hotel. I must say, the car looked right at home parked outside of our door at this vintage motel. This place came complete with a real key for the door, shag carpet and a suction cup tub mat we had to put down. Thankfully it had AC and a mounted flat screen tv with cable! We laughed about how it reminded us of the place Clark and Ellen Griswald stayed in , in the movie Vacation. And yes, Tim got several Griswald comments from people throughout the trip.

Friday morning, May 21, Tim reapplied Rain-X to the windshield as it was a little rainy. That stuff really worked great. After the rain had stopped, we pulled in for gas, and guess what? The windshield wipers came on! Go figure! We hit our only traffic back up at the AK/TN line. The bridge we needed to cross was closed for an emergency repair. Traffic was being rerouted to another bridge. Inching along in stop and go traffic for over an hour was our worst heat discomfort. We stopped for the day in Crossville, TN with no further delays.

On Saturday, May 22, we hit the road by 7:15 and shortly thereafter crossed back into Eastern time zone. For some reason, that seemed very comforting. About 25 miles before the VA line, we had to stop for overheating. After letting it sit a while, Tim removed the thermostat and we were back on the road. Driving through the VA mountains, we had to go to 4 gas stations before we found one that had premium gas. That was the only gas shortage we encountered. The remainder of our trip went smoothly across VA and we were thrilled to pull safely into our driveway about 7:30 pm.

Yep, Tim was right. It was quite a fun trip and adventure. Of course, hopefully my next cross country road trip will be in our air conditioned SUV with satellite radio!



2021 Franklin TREK REPORT – Against all odds

By Marty and Neil Sugermeyer

Of course there was no Franklin Trek in Cazenovia, NY in 2020 and none was scheduled for 2021 - UNTIL – early May when we got a call from Steve Braverman, a second generation Trekker. Steve is on the Franklin board. He put together a small group of folks who, like him, could not live with the idea that we would miss out on having a Trek for two years in a row. Even in New York, things were starting to loosen up so they contacted Cazenovia College to see if they would work with the Trek Committee to have a shorter version Trek this year. Once that was set, they had made it over the primary hurdle.

Most Franklin Treks in recent years have started on a Saturday evening and ended on the following Saturday morning. Check in for some of the hard core begins on Friday. If you do that you are on your own until Saturday evening and that gives many of us time to share with some of our friends that we have known for many decades. When Neil started going to the Trek in 1960, it was held at the Hotel Syracuse (Franklins were built in Syracuse.) starting on Friday and ending on Sunday. In 1969, that hotel became a less than desirable place due to some drunken firemen. The Trek has always been a family event including babies and generations. By the time we went to the Trek together in 1972, the Trek started on a Wednesday and ended on a Saturday morning and had moved to Cazenovia College. One of the features of the first full day at the Trek was the Early Bird Tour. So if you want to be totally ready for that, you need to arrive the day before. Thanks to the hard core group, that day kept getting moved back until the Trek became a full week event.

Okay, back to this year. When the registration form arrived (or you could do it online sooner) the restrictions were strongly stated. Everyone had to arrive on Wednesday, July 28th to register between noon and 7:00 pm. Trekkers over 16 had to have proof of a negative COVID test taken within 72 hours or get one there. Our nametags were marked with proof of screening. By the time we got there, proof of vaccination took care of the Covid test. Masks were required indoors all the time before the Trek started, and ONLY REGISTERED TREKKERS were to be allowed on campus.

All of that was pretty intimidating so we decided not to take a car in case they decided to test everyone and we turned out positive. We knew that the turn out would be low. Actually there were 104 Trekkers (2019 – 279), 29 cars (- 71 cars), and 13 new Trekkers (- 33 new Trekkers). Even in these trying times, folks came from as far away as Oregon, California, Texas, and Florida (No Canada or other foreign countries) and as close as Cazenovia.

Our instructions were to come straight to registration BEFORE WE UNLOADED. We saw several Franklin friends before we got to our registrar Susan Roberts and many more there. Fortunately some of the restrictions had

been loosened up. We didn't have to wear masks inside. I will have to admit that there were a few HUGS (OH NO) shared. This is the biggest hugging group in the USA!

The traditional “Presidents Reception” started at 4:30. Many years ago, the past Franklin Presidents served the wine and beer at the event after sampling all available, but New York decided that booze should be served by licensed bar tenders (I wonder why?) Now days the Past Presidents can relax and enjoy the first Trek gathering. Dinner followed at 6:00. It was the usual cafeteria style service. They did have a self-serve salad bar and deserts. Hospitality from 8:00 to 10:00 was just a casual gathering, time to catch up on after being apart for nearly two years.

Thursday after breakfast we loaded into Franklins and a few modern cars and headed to Norwich to enjoy the Northeast Classic Car Museum. Since taking about 100 people to a restaurant was out of the question, the college prepared picnic lunches for us to take with us. Yes we were at this museum in 2019 but the new additions were stunning. One of my favorites is the proper period costumes displayed by many of the cars. One room was devoted primarily to Franklins including two V-12s, and in addition, a display of early motorcycles was provided by a motorcycle club. Other sections of the museum displayed a cross section of earlier cars and trucks that include those made in New York State like Pierce Arrows and an original one of only two Moras in existence.

The hospitality hour that evening featured Andy Wittenborn's photo collection. Andy has been taking pictures at car events since time immemorial. He includes a lot of pictures of the people too and we get a chance to see what some of our younger Trekkers looked like as little tots and share memories of dear friends who are no longer with us. In years past, the hospitality activities might be followed by a sing-a-long or some of Trekkers would find a lounge in one of the dorms and continue catching up until the wee hours of the morning.

Friday morning started with the Board of Directors Meeting followed by the H.H.Franklin Club Annual Meeting. After that, Kathy Wittenborn gave a well-attended talk on The Lost Art of Listening. After lunch at the college, we enjoyed a road rally prepared by Sara and Lee Shopmeier that included a stop at Lorenzo Historic Site, a mansion built by Colonel Linklaen who founded the village of Cazenovia in 1793. Lorenzo is on the National Register of Historic Places and there are 26 other homes and farms in the Cazenovia area that are also registered. It always looks great to see a lot of Franklins parked near these lovely locations.

Friday Hospitality started at 8:00PM with beer, wine, and snacks and included the annual Fashion Parade chaired by Marty. The participants gathered in a large room across

from the dining hall. A few had already given their write-ups to me but most had not. I was not expecting a big turnout. What a surprise! We had 19 folks (20 costumes displayed) dressed in vintage or vintage style clothing show up, about 1/5 of the total number attending the Trek. Fortunately I had a couple of helpers this time so we were able to start on time – 8:30. Rachael McNaughton, one of the Trek committee, took pictures with my phone. The Fashion Parade was followed by a movie – The Great Gatsby that featured early cars.

Saturday had an early start. At 8:30 we departed for a tour of Heritage Hill Brewery in Pompey, NY. We had a picnic lunch again and were able to enjoy the cars and coffee at a location we had never been to before. For local folks, this also was a cruise-in, and many other cars were on display as well as our club Franklins. From there, we departed for the Chittenango Canal Boat museum. Before highways and railroads, as New York developed the route to the western part of the country, canals were a significant part of that route, most significantly the Erie Canal which tied the Hudson River to the Great Lakes. Many smaller towns grew and were connected by feeders to the Erie Canal as transportation of manufactured products improved the rapid growth of industry in New York State. At the canal museum, remains of locks for one of these feeder canals was preserved, and a full sized cut-away of a canal boat is on display. Here too, a blacksmithing demonstration of how iron fittings were made for maintenance of these boats was presented. Then on to Lakeside Park outside of Cazenovia for a catered lunch and the Franklin Olympic games (not held in Japan) that challenged drivers and passengers.

An annual auction of Franklin parts and memorabilia was held later in the afternoon with proceeds benefitting the club. Items that not were sold during the Trek at the Parts Department are often donated to assist in the auction, and a few years ago I was able to win a fully restored wood grained dashboard there for my Olympic. Many treasures were there this year to bid on. By 5:30 we were treated to an outdoor cocktail reception to precede the final Trek banquet served in the college dining hall. The banquet is always ended with the Boyer Report – a detailed account of attending Franklins – and several announcement and recognitions. One of the traditional recognitions is the Longest Distance Driven. We (Neil, Marty, 9 month old Andy, and our dog Ralph) won the longest distance driven trophy in 1976 driving our 1930 Franklin Victoria Brougham from Pensacola, FL to Lake Dunmore, VT (visiting Neil's parents) before heading to Cazenovia and then back to Florida

Many goodbye hugs and handshakes took place after the banquet. We would have one more chance to say goodbye at breakfast the next morning but some folks would be getting an early start and you might miss them.

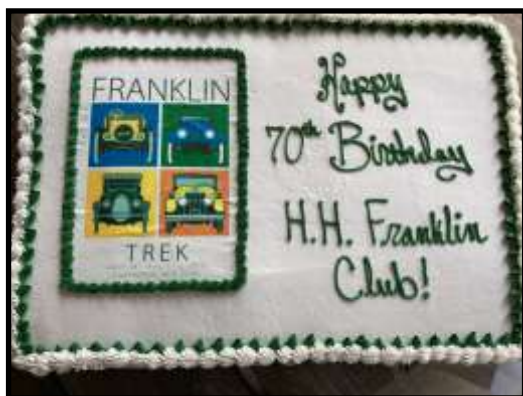
Marty



1932 Franklin with a beautiful satin wedding dress



1925 Franklin 5 passenger sedan with a stunning mid 20's outfit





Neil with a 1907 Franklin barrel hood touring



Brevard Hosticka is interviewed by the media about his 1910 Franklin



This map shows all the cars produced in New York



Franklin Olympics—The pitcher challenge



Marty commentating the Fashion Parade



The auction



Fashion parade group shot



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in September

John T & Mary Ann Blair
 Thomas & Dawn Bottoni
 Joe & Genny Formato
 Mickey & Toni McChesney
 Dick & Joyce McIninch
 Andrew & Brittany Sitar
 Jason & Lisa Sturniolo

Members celebrating birthdays in September

Ellen Adams
 Dawn Bottoni
 Kelly Dayton
 Scott Dayton
 Donna Elliott
 Marie Gancel
 Joe Gentile
 Mollie Hunger
 Ivan Joslin
 Betsy Keen
 Tracey McDonnell
 Joyce McIninch
 Jeff McKain
 Wes Neal
 Tom Poe
 Jon Sieck
 Andrew Sitar
 Barbara Talley
 Robert "Bob" Ward
 Bill Wilcox
 Bob Woolfitt



Other Regional and Local Events

SEPTEMBER 2021

- 7 MOPAR Madness
North Dinwiddie, VA
- 9-11 Charlotte Fall AutoFair
Concord, NC
- 18 Bull Run Region AACA
45th Edgar Rohr Car Show
Manassas, VA
- 18 Richmond Region AACA
51st Annual Car Show
Richmond, VA
- 25 Suffolk Rods & Muscle Cars
8th Annual Charity Car Show
Nansemond-Suffolk Academy
Suffolk, VA
- 29 - Fall Carlisle
3 Oct Carlisle, PA.

OCTOBER 2021

- 22-23 ODMA Fall Tour
Shenandoah Region AACA
Winchester, VA
- 23 19th Annual Virginia Fall
Classic Car Show
Newport News, VA
- 23 Tidewater Automotive
Modelers Society 29th
Annual Model Car/Truck
Contest & Swap Meet
9 AM - 4 PM
VFW Post 4809
Norfolk, VA
\$10 entry fee (18 & under
free)
\$15 vendor tables

Sunshine Report

No member news

*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 this month



Pontiac Memories

By John McCarthy VP – Endowment

Used with permission from the AACA Summer 2021 Rummage Box.

My Aunt Mary was the first one in our family to graduate from college in 1927. She was a high school social studies teacher and was always a frugal person. She lived with my Father and Grandfather. In late 1931, when the 1932 models came out, she bought a black 1931 Pontiac 6 two door sedan. In late 1937, she bought another black Pontiac 6 two door sedan but this one had a radio in addition to a heater. She now lived in her own house with a small garage. Like many garages in those days, the doors had been removed as cars were too long to fit inside. In 1941 and 1947 she again bought new Pontiac 6 two door sedans. The 1947 was dark gray, a car I remember well. In 1954 the Pontiac with 89,000 miles was not running well. The dealer only had two leftovers, both Star Chiefs which were too long. A fellow teacher's husband was a Dodge dealer and in November 1954 he had a large selection of leftovers as 1954 was a slow year for car sales and the 1955 Dodge was an entirely new model. Mary splurged, and got an extremely good deal on a 1954 Dodge Coronet with a 241 cu in Hemi V8, Power Flite, four-door, light gray top, dark metallic blue bottom and wheel covers. The family was surprised to see Mary get such a nice car. In mid-1960 the Dodge, with only 52,000, miles needed a valve job costing \$100 and she wanted another Pontiac, but Pontiac's would not fit in the garage. Ramblers were very popular and Mary visited a dealer who only had a few 1960 leftovers and she bought a four-door dark brown sedan. I thought it was ugly. For the first two years she was happy with the Rambler but then things began to break that didn't normally break on cars---the driver's seat back, a window crank mechanism, and in 1964 the metal that held the front shocks on had metal fatigue with one completely breaking away. She went back to the Pontiac dealer who had a 1964 Tempest four-door sedan, 326 V8, automatic, power steering/brakes, light metallic turquoise. Mary was very happy with the Tempest which was her final car and lasted her more than ten years.



Hershey is Back Baby!

By Stan Kulikowski, Chief Judge Hershey,
stan.kulikowski9@gmail.com

Used with permission from the AACA The Judge June 2021—Number 160.

After all the challenges and uncertainty of 2020, the constant in the antique car hobby that is Hershey is back on the schedule for 2021. There will be at least one major change for this year. The show field will be immediately adjacent to your new AACA National Headquarters. Please be sure to schedule some time to see the new building and library while you are in Hershey. It is something that you will certainly be proud to share with the rest of the car community. We are expecting to have a huge show for the return of Hershey. We are still formalizing all the plans for the event, so stay tuned for any last-minute changes and please be flexible as we work through the new requirements and guidelines for events. Online registration for judges will open in June. Please register early so that we can make all of the proper arrangements for judging school and judges' breakfast. The sooner that we have an idea of the number of judges attending these events, the easier it is to make adjustments. As always, I and the rest of the judging community thank you for your support of our judging system and our national events. Without you, we don't really have a car show.



AACA Calendar of Events

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

SEPTEMBER 2021

9-11 AACA SE Fall Nationals
Greenville, SC

12-17 AAA Revival Glidden
Tour®
(VMCCA-hosted)
Saratoga Springs, NY

OCTOBER 2021

6-9 AACA Eastern Fall Natl's
Hershey, PA

11-15 AACA SE Div Fall Tour
Mt. Airy, NC

18-22 AACA Central Div Tour
Broken Arrow, OK

NOVEMBER 2021

4-6 AACA Spec. Western Natl's
Phoenix, AZ

6-11 AACA Western Fall Tour
Metropolitan Phoenix and
Central Arizona

FEBRUARY 2022

10-12 AACA Annual Convention
Philadelphia, PA

24-26 AACA Winter Nationals
Melbourne, FL



EDITOR'S DESK

Doug Grosz
traaca.mudflap@gmail.com

September is here and that means back to work for me in the classroom. It also means our activities are continuing. The dinner in August was quite enjoyable, and I was glad to see many of you in person. Bob Stein did a great job talking about affordable AACA qualifying cars from the 1980's and early 1990's. My brother's old 1992 Roadmaster fails into that time frame, it is a comfortable car to ride in. We will be working on it soon to have it running again. It seems to have a fuel pump issues pumping gas.

I hope to see more of you at the dinner in September on the 16th. Please remember to look in your email for the RSVP from Skip. If you don't see it, check your Spam folder to see it was sent there, like mine was in August, then add Skip's address to you safe sender list.

This is a busy month with the lighthouse tour being planned by Matt and Vicky Doscher on September 11; the dinner on the 16th; our sister region in Richmond's Car Show on the 18th; and our Annual Show on the 25th. So there are plenty of chances for us to



be together.

Make sure to keep checking your cars for safety. Bill and I had a scare returning from the August dinner. As we entered the neighborhood, we could smell gas. Once stopping in the driveway, the car was idling very rough like it wanted to stall. I gave it gas to keep it running and Bill saw the car dumping gas on the right side of the engine. We quickly got it in the garage, shut down and grabbed the fire extinguisher from the floor in the car and kept an eye on the car until it cooled off. It looks like the seals on the carburetor failed, so Bill now has a kit to rebuild the carburetor. Glad it happened close to home and that we had the extinguisher if we needed it.

Hope to see you soon.

Doug



1934 Packard 1108 Twelve in the Bob Bahre Collection in South Paris, Maine

Special Announcement courtesy of Mark McAlpine:

ATTENTION MILITARY RETIREES & DEPENDENTS

When does your military retiree or dependent identification (ID) card expire? Did you know that regardless of the expiration date, if you have a green retiree ID card or tan dependent ID card, it needs to be replaced with a new white one before 31 January 2022? The Department of Defense is replacing all ID cards for military retirees and dependent family members. The original required replacement date was no later than 31 July 2021, but due to the impact of COVID-19 on base services over the past year, the date has been extended until 31 January 2022. (31 October 2021 for dependents of active-duty military members.) If you do not obtain a new ID card by 31 January 2022, you will not be able to get on base or access base services (including the Commissary and Exchange) after that date. Don't delay--schedule an appointment online to obtain a new ID card at the nearest military base/post to you!





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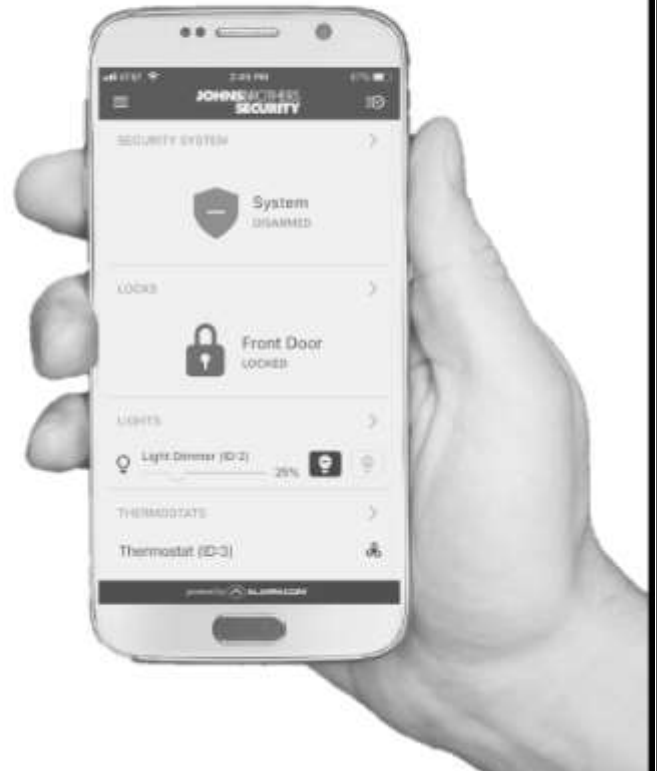

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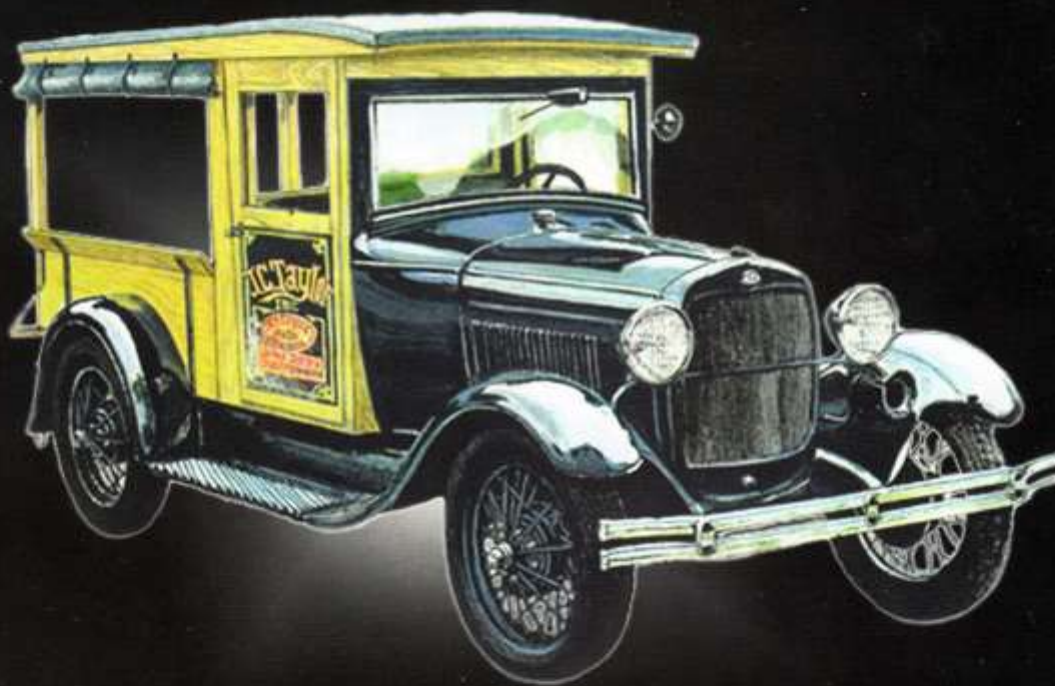
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TRAACA *The Mudflap*
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c/o Tammy Park
1804 Silveria Street
Virginia Beach, VA 23464



1952 Packard Pan American concept car—1 of 6 produced at the Historic Packard Proving Grounds in Shelby Township, MI