

How I Got My Morgan

by John T. Blair

Background:

I should probably introduce myself. I'm John T. Blair, the son of the late John A. Blair who was a member of the TRAACA for 50 years. I've been taking things apart since I was about 3 years old. Fast forward to about 1962. Dad bought a 1948 Triumph TR-1800 Saloon from an old friend of his in New Jersey. After Dad got the car down to Norfolk, he joined the local chapter of AACA. This car was pretty unique in that not only did it have a rumble seat, the trunk deck was split in half, one half formed the back-stop for the rumble seats and the front half opened up to form a windshield for the people in the rumble seat. So the 4 of us, Mom, Dad, my sister Jo Ann, and myself would go to the local shows and outings. I got to know Merritt Horn's daughter and she and I would run around the various events together.



Dad's '58 Chevy That I Learned To Drive In

Moving forward to 1964, Dad taught me to drive in his 1958 Chevy Bel Air. It was painted silver on the top half and white on the lower half. It had twin antennas, one on each rear fender, and a continental kit, no air conditioning, no power steering, just power brakes. That was a slick looking car.

Some time around the age of say 15, Dad and I were driving around town running errands when an MG TD pulled up alongside us. I told Dad, "It's a shame they don't make cars like that any more". He said, "They do, it's called a Morgan and there's a dealer right down the street". I replied, "Can we go see one"? Off we go to John Copeland Motor Car Company on Granby street. We walk into the showroom and there, in the back corner, are a Morgan +4 and a Volvo P-1800. My jaw drops, I point to both of them, and say, "I want them!".

When I turned 16 Dad and I took off to the DMV for me to get my drivers license. On my way to the DMV, I was driving and talking to my Dad. I was telling him how confident I felt, etc. All of a sudden the car to my left turned into my lane, running me off the road, and I almost hit a telephone pole. That knocked the wind out of my sails. But we made it to the DMV, and I passed the test. That Christmas my Dad gave me a present of the key to the family car and another key. It was a key to the tool box and Dad said, "If you're going to drive it you're going to learn to fix it." So that began my study of auto mechanics. My Dad taught me a lot, that's for sure.

One night Mom didn't feel like cooking so Dad told me to take the car up to the Giant Open Air Market (grocery store about a mile from the house) and get a couple of pizzas. Their pizzas weren't the best but they were only \$1 each in '64 - '67 dollars. So I take the car and head out to get the pizzas. On the way back home, I heard a loud bang and a scraping sound. I looked in the rear view mirror to see if I could see what I hit, but there was nothing there. So I pulled off the main street into the next side street leading back into our neighborhood and stopped to see if I could figure out what happened. Turns

out one of the metal straps, that hold the gas tank to the car, broke and that side of the gas tank was dragging on the ground. I get back in the car and try to drive it a little. But the scraping was sounding pretty bad, I decided I couldn't drive the car like that. I was afraid I'd scrape a hole in the tank and possibly catch the leaking gas on fire with the sparks. I took off my belt and got my legs under the tank to lift it, then tied one end of my belt to the metal strap, and the other end of the belt to the rear bumper. I climbed back in the car and started to drive it again. No scraping! Great, I can drive it home. But how am I going to tell Dad I somehow ripped the gas tank out of the car? I went into the house with the pizzas and luckily the Preacher was there. I figured Dad wouldn't yell at me too badly with the Preacher there. So I sheepishly start, "Dad, I don't know what happened, but.." With that he interrupts me and says, "I forgot I didn't want you to drive the car till we looked at it. I noticed the gas tank was hanging funny." So I'm thinking, "Gee thanks Dad!" Then I finished telling him that the tank came out of the car. He asks how I got it home and I tell him the story.

Of course, like any teenage boy, I wanted my own car. I just couldn't afford a car, upkeep, and insurance, but I kept hoping. Over the years I had been saving my allowance and other money I received to buy various things like a shoot-n-shell cap pistol, an HO gauge train, etc.



Triumph TR-3, Made From 1955-1962

Triumph came out with their TR-3 in 1955 and continued it's production until 1962. I'd fallen in love when I saw my first one. In 1964 I would pass one on a car lot in Wards Corner (at the corner of Granby St. and Admiral Taussig Blvd) every day on the way to Junior High School. They had a TR-3 on their lot and I had talked to

the the fellow at the lot about buying it, but they wanted twice as much as it was worth. The lot wasn't worried about the price because someday one of the ships would come back from deployment and some sailor would have more money than brains and buy it. So, as graduation neared, Dad and I came up with a plan for me to get a car for/after graduation. I was to use the money I'd saved and I'd buy a TR-3 and Dad's graduation present would be to bankroll me and help me to restore the car. Only one problem. About 5 months before graduation the transmission in Dad's '58 Chevy died and it cost too much to replace as it was an experimental transmission called a Turboglide. Dad and I went looking for a good used TR-3 but we couldn't find anything that he thought was reliable enough to get him back and forth to work every day for the next 5 months. We ended up pooling money, and I got to pick out a brand new '67 British Racing Green Triumph Spitfire off the showroom floor. Then for the next two years I rallied or gymkhanaed almost every weekend.

How I got my Morgan:

I came home after boot camp in 1969, and was on my way over to see my girlfriend, Irene, in the Spitfire. I stopped at a traffic light at the corner of Little Creek Rd. and Chesapeake Blvd. All of a sudden everything went black.



Me and My '67 Triumph Spitfire

When I got my wits about me, I was going across 6 lanes of traffic! I hit the brakes, but that didn't do anything to stop me, so I pulled on the emergency brake, again no change, Finally I dumped the transmission into 1st gear, let out the clutch, and turned the engine off. I finally came to a stop after crossing about 5 lanes of traffic. I went to open the driver's door, but it wouldn't open. I had to beat it open. Turns out the fellow behind me was driving an Oldsmobile Jetstar 88 and lost his brakes and nailed me doing about 40 mph. The rear fenders buckled and wrapped around the rear wheels and compressed into the drivers door. Well, the Spit was totaled.



My Spitfire Totaled

After I got the insurance check, I went looking for another car. I was hoping to maybe find a good TR-3, MGA, or, if I was really lucky, a Jaguar XKE. I did find several XKEs but they were all pretty beat up and their owners wanted more money than I had. Then I couldn't believe my eyes, there in the newspaper classified ads was a '65 Morgan 4/4. I did not pass GO, did not collect my \$200, but went straight over to look at the car. It was in great shape. I bought it.



Me And My '65 Morgan 4/4 Series V

The third day I had the Morgan on the road, I took Irene to a gymkhana. I wanted to race it but Irene said no, I'd just gotten it and really didn't have any time behind the wheel. It's a good thing I didn't run the gymkhana. People were doing a "handbrake" turn at one point in their run. I asked a friend of mine what that was and how to do it. He told me so I went to a deserted part of the parking lot to practice and learn how to do a handbrake turn. On the first try, I get the car spinning like you're supposed to, but I hear a clink, clink, clink. I hit the brakes and stopped the car. Get out and walk

around to find that one of the front spinners (that holds the wheel on the car) had come off and went rolling across the parking lot. Once I found it, I put it back on and drove back to where I had been parked to watch the gymkhana. If I had run the gymkhana, I would have probably lost a wheel and no telling how much damage I'd have done to the Morgan. After that, the car threw the front spinner a couple of more times before I figured out what was wrong. The last person to work on the front end had put the hubs on the wrong side, so the spinners loosened instead of tightened when you applied the brakes.

When the gymkhana was over we started for home and got about 5 blocks from where the gymkhana was being held, and I got a red light and stopped. All of a sudden I hear brakes squealing behind me, so I go for 1st gear, to run the light. Too late. The fellow behind me hit me and drove us forward, my girlfriend, Irene, went up over the windshield (this was before seat belts were mandatory). Fortunately, me going for 1st gear let the car lurch forward and she fell back into the cockpit. I totaled 2 cars in 21 days stopped at red lights. That must be some kind of a record, and I learned my lesson - **you don't stop at traffic lights!** My Dad and I spent our spare time for the next year restoring it.



My Morgan Totaled After Only 3 Days On The Road

A funny thing happened during the restoration. Dad called the factory and told them that our car had been hit from behind and we need some parts. The factory sent us a complete part list and told us to mark off what we needed. So we did. The crate of parts came in on Emery Air Freight to Norfolk International Airport. We went to pick them up and were told we owed \$192 for the shipping. We tried to tell them that the bill was in Pounds not Dollars. At that time 1 pound was about \$2.50. They told us they knew what they were doing and we owed them \$192. So we paid them and had them write on the shipping bill

"Paid In Full". About 2 months later we get a call from Emery saying that we owed them something like \$300. We told them, "No, we did not, our bill is marked Paid in Full".

I kept the Morgan in the garage at Dad's house, about 1 mile from our house. In 1984 my wife, Mac, and I moved from Norfolk (by De Paul Hospital) to the Kempsville area of Virginia Beach (Kempsville Rd and Indian River Rd). It was just too much hassle to go to Dad's to take the Morgan out for a little drive, so she didn't get driven much. In addition, ethanol was now being put in the gas. So every time I took the Morgan out, I'd get about 1 mile from Dad's and have to call a tow truck. It took me quite a while to figure out what was going on. I thought the gas was going bad, but that wasn't the problem. I had had the gas tank lined, back in the early '70s, to keep the tank from rusting out. Turns out the Ethanol was eating the liner and creating a jelly that would get sucked through the fuel system and clog the fuel pump and carburetor. In 1988 I found a crack in the chassis and had to get a new chassis made, which meant I was going to restore it again. I finished it in '94 and started showing it with AACA. It eventually took a National Senior. I still have that car today.



*During The 88-93 Restoration
All The Wood In The Morgan*



*During The 88-93 Restoration
All The Sheet Metal In The Morgan*



The Morgan After the 88-03 Restoration

Ramblings from the President

Throughout my life, I have practiced the fine art of procrastination, that is, the ability to put off until tomorrow what you should have done yesterday. One fine example that comes to mind is nineteen years ago. Linda and I put off plans for a trip to visit my parents until we had to go when my mother died unexpectedly. Yet, I still procrastinate, as in writing notes for *The Mudflap*.

My excuse for last week was the AACA event at Hershey. Whether showing a car, shopping or selling at the swap meet, or just visiting with friends, many Tidewater members partake. In my case, Sam Kern and I share a space on the Orange field at the swap meet. Sam and Judy went early on Sunday, I joined them on Tuesday and, except for a damp Wednesday morning, the weather was perfect. Without prior knowledge of a Tidewater group dinner, we dined evenings at the Manada Hill Diner and Skyline Family Restaurant, both recommended. For coming years, we have to plan a Tidewater get-together.

Then I displayed the Camaro at the meet on Friday, and judged the day away. I encourage each of you to plan Hershey next year.

All of this leads me to returning to Virginia Beach, and a mountain of mail. With time, the number of unsolicited donation requests seems to multiply. Two things come to mind. One, bless my mother-in-law and her handling of unwanted mail, for after more than 40 years at the same address, there was never much junk mail. And two, maybe eight or nine months ago, I decided to donate to a new worthy cause. Mistake! This month's mountain of mail included mailings and gifts, if you need another note pad, and included requests from eight or more similar charities.

Back to Tidewater and activities for the region. September's Bingo night provided a fun break from guest speakers. The remainder of this year we are up against the traditional Chili Cookoff on November 1st, the silent auction for the November dinner meeting, and the Holiday Brunch at Princess Anne Country Club.

But which activity did you enjoy in the past? Garage tours or technical sessions? The executive board is pressing forward with next year's calendar and we need your help. Harry Park wants to be more pro-active than I have been. If you want to be really up front on activities, the job as Activities Coordinator is available. At the very least, talk, text, or write to other members, get your ideas and theirs noticed.

Together we will make Tidewater the region we all can enjoy.

Enjoy the hobby! Hoping to see many members at events soon.

Bill Treadwell, TRAACA President



2025 TRAACA Officers & Board

President - Bill Treadwell
tbears3@verizon.net

Vice President - Harry Park
harrygpark@yahoo.com

Secretary - Nick Smith

Treasurer - Chris Ciccone

Board - Bill Coburn
Board - Mike Haag
Board - Hilary Pavlidis
Board - Rick Seaman
President Emeritus—Tim Hund

Don't Forget!

Annual Chili Cook-Off

**November 1
Khedive Park
Woodlake Drive, Chesapeake**



NOVEMBER

- 1 Annual TRAACA Chili Cook-Off**
(Khedive Park in Chesapeake)
- 20 TRAACA Monthly Membership Meeting**
Silent Auction!
(6 PM, Holiday Inn Convention Center
5655 Greenwich Road, Virginia Beach
VA)

DECEMBER

- 7 TRAACA Holiday Party**
(Princess Anne Country Club)

Watch the *Mudspeck* electronic newsletter for full details.

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

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

Editors: Terry and Susan Bond
Reporters: Aubrey Austin, Rick Seaman,
Bob & Dot Parrish
Reporter and Photographer: Bob Stein

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From the Editor's Keyboard

By Terry & Susan Bond

Thanks to all who contributed to this issue! With our time being harder to come by than spark plugs for my collection, we've been squeezed a bit to get this issue out.

No sooner did we return from Hershey and it was time to leave for the annual MG Club Fall Tour. We had four days touring in the Lynchburg area enjoying beautiful fall weather and seeing historic sites.

We just returned from the AACA Meet in Galveston, Texas. It was a great event and a good time visiting some historic sites in that area. We'll provide a more detailed report next issue, but Susan was working hard to get this issue assembled during a rather bumpy plane ride.

While at the Membership Round-Table there I had the chance to meet two other newsletter editors. They share a fairly common problem - getting material. We're fortunate to have members who are willing to share with us for *The Mudflap* and are grateful for every drop of ink sent to us. Please keep up the good work and, if asked to contribute something, please don't forget this hobby is much more enjoyable when everyone shares.

We have a special November issue in the works, a tribute to our Veterans with stories about our many members who proudly served and provide us the freedom to enjoy our hobby. Thanks in advance to our special guest editor, Holly Forster, for collecting all the input and assembling it into an amazing publication. Holly also serves as "AACA National Military Membership Coordinator." If you are a Veteran and were not able to send in your story by the deadline, please get something in to us so we can continue with a series of future articles. During my term as AACA President in 2010, I began the tradition of having our Veteran's stand to be recognized at each of our National AACA activities. I'm proud to see that continues.

Hope your Hershey was great. We look forward to seeing everyone at the Chili Cook-off and November Silent Auction.

Happy Motoring!

TRAACA MEMBER'S PAGE

Welcome to our New Members!

Robert (Randy) & Mary Carmone

Frank McBride & Sherri Michaels

Gerald ODonell

Bronislaw (Bron) & Linda Prokuski



October Anniversaries

David & Valerie Dillahunt

Daniel & Diana Etheridge

Paul & Cori Fuqua

George & Jana Galyo

Mark & Diane Gresalfi

Ron & Sally Hartman

Wayne & Carol Milligan

Tom & Missy Norris

Tim & Rhonda Russell

Bill & Linda Treadwell

October Birthdays

Barry Basnight

Harry Boone

Casey Bostjancic

Phillis Carnforth

Scott Cartine

Keith Colonna

Jody Dudley

Barbara Edwards

Holly Forester

Mason Gamage

Mark Gresalfi

Gary Grindrop

Nacy Hassell-Sitar

Tonya Heath

Dewey Milligan

Charles O'Dea

Ron Pack

Tammy Park

Skip Patnode

Lori Powell

Henry Robson

Tim Russell

Brittany Sitar

Carla Anne Sobota

Lisa Sturniolo

Debra Swartz

Rad Tillett

Bill Treadwell

Giselle Weinstein

Chip Woolford



November Birthdays

Paul Atkinson

Bill Blair

Terry Bond

Harry Boone

Scott Davies

Lisa Dudley

Charlie Edwards

Paul Fuqua

John Heimerl

Pat Locke

Scott Miller

Harry Park

Linda Pellerin

Mark Strang

Barbara Stansbury

Andrew Sturniolo

Laurel Swenson

Thad Doumar

Jason Sturniolo

November Anniversaries

John & Mary Beth Clark

David & Faye Curl

Lesley & Mary Ann Chapman

Dewey & Maxine Milligan

Ken & Barbara Talley

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 re-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 50th ANNUAL MEET September 13, 2025

By Bob Stein

Photos by Bob Stein and Susan and
Terry Bond

Nearly 50 antique cars showed up for our 50th Annual Meet, held at the Eggleston Headquarters building in Norfolk. Perfect weather and a casual venue drew out many of our members, and also featured a large number of cars no one had ever seen before! Road Dogs provided service as our food vendor, and Eggleston Vice-President Paul Atkinson Jr., was on hand first thing in the morning to open up the main building. Eggleston Services provided a sneak peek at a really nice 1969 Mercury convertible that will be part of the regular auction next Saturday, while Bob Stein's 1993 Buick wagon provided a look at what had been bought at Eggleston's in the past.



Bob Stein's Buick



1969 Mercury in next Eggleston sale





Joe Geib, Oldest Owner



*Aubrey Austin,
Youngest Owner*



Tony Miller dove his 1925 Ford Model T in from Portsmouth, with Sam Kern trailering his 1925 Franklin sedan from Gwynn's Island.

Awards went to Joe Geib as the Oldest Owner (1986 Chevrolet El Camino), Aubrey Austin as the Youngest Owner (1980 MGB), Bob Davies for the Longest Distance (329 miles in a 1993 Corvette), Paul Fuqua for the Most Original Vehicle before 1956 (1931 Chevrolet),



*Bob Davies,
Longest
Distance*



*Paul Fuqua,
Most Original Vehicle before
1956*



Scott Davies for the Most Original Vehicle 1956-1975 (1958 Corvette), and Tom Spina for the Most Original Vehicle 1976-2000 (1991 Nissan). The Oldest Vehicle award went to Sam Kern for his 1925 Franklin (after Tony Miller bowed out), while Best of Show went to Dalton Williford and his 1967 Pontiac GTO convertible.



*Dalton Williford,
Best in Show*



*Scott Davies,
Most Original Vehicle, 1956-1975*



*Sam Kern,
Oldest Vehicle*



*Tom Spina,
Most Original,
1976-2000*



The coveted Merritt Horne Award went to Chip Woolford and his 1963 Morris Minor Traveller station wagon. Many thanks to all, especially Jerry Adams who handled registration and to Paul Atkinson Jr. for sponsoring the show!



*Merritt Horne Award,
Sandy Hall, Chip Woolford, Richard Hall*



*President Bill Treadwell, Paul Atkinson Jr., Meet
Chair Bob Stein, Sandy & Richard Hall*





Richard Hall



Tim Hund



Mike Haag



Skip Patnode



Harry Boone



Gerrie Massie



Rick Seaman



Harry Park



Fred Cole



Susan & Terry Bond



Micky McChesney



Nick Smith



Ken Talley



Bob Stein



Alfonso Ludovici



Sonny Butler and John Amick



Riley Best



Boyd Swartz



Bill Treadwell



Dani, Casey and Boe Bostjancic



Mike & Darlene Brown



Frank Linse

Tony Miller





Bill Coburn



Jim Haring



Larry Goughan



Joe Lambert



So, what's a "Square Car Tour"? Many years ago, those members who drove good old fashioned square shaped antique cars (think 20s, 30, and even some later) remarked that keeping up with modern cars was getting more and more difficult. The numbers of older cars was diminishing at most events they observed. So, a special event was created. Old cars usually take the lead and modern cars need to try and keep up. Note - some Model Ts have been clocked at well above 40 MPH!

2025 Square Car Tour

Sandy Hall

The morning of October 18 started out with sun and warmth.....a perfect day for a square car tour. Richard was so excited!! He and the Team had been talking about this event for weeks and finally, it was here, and NO RAIN!! We literally fell into the MGA (aka "The Blue Nun") and off we headed to get gas.

When we got to the shopping center, Tony was there in his trusty T along with a couple of other cars. Before long, we had enough cars for our own little car show. When the time to start came, off we went.



Centerville Turnpike on a Saturday morning is kind of "iffy", but this particular day traffic wasn't too bad. We made turns weaving in and out of fields of corn and other crops as well as cattle and horses out playing on a beautiful morning.



As we got further into neighborhoods, we started noticing many homes decorated for Halloween. It was great seeing everyone's imagination in today's decorations. I am fascinated by the skeletons of all sizes and types and how they twist them into different positions. There are also birds, dogs, and I think they were roosters!! One house we came to had an MG that was climbing a tree after crashing into it and a small coffin in the trunk!! Now, that's scary!



As we normally do, we pulled into Northwest State Park to stretch our legs but, as soon as we pulled in, the Park Ranger was telling us we had to leave. That's the first time I have been kicked out of a city park by a Park Ranger, but we did what he wanted and left.



After more scenic driving, we ended up at Los Pri-
mos Restaurant.

Those individuals attending are: Rick Seaman - Dodge truck; Dan & Chris Ciccone - 1950 Ford convertible; Tyler Gimbert 2012 Jaguar (Tyler says "it's a proper British car"); Tony Miller - 1925 Ford; Skip Patnode - 1976 Alfa Romeo; Mark Bischoff - 2004 Suburban; Nick Smith - 1991 Fleetwood Brougham; Rad & Margie Tillett - 2006 Cadillac; Harry & Tammy Park and Aubrey Austin - 1953 Ford Customline; Harry Boone - 1030 Ford; Bob & Dot Parrish 2003 Corvette; Keith Colonna - 1940 Continental Cabriolet; Douglas Grosz - 1968 Oldsmobile 98; Mickey & Toni McChesney - 1982 Buick Riviera; Scott Davies - 1958 Corvette; Mark Williams, Elizabeth Baker and Dora Ann Matthews - Model "T" Ford; Bill Treadwell; Riley Best - 1971 Satellite; Bob Stein - 1949 Nash with Jennifer Beach as a guest; and Richard & Sandy Hall - 1959 MGA.

The team is already planning for next year's tour.
Hope to see ya'll then!!



HERSHEY 2025 our own "Super-Bowl"

By Terry Bond, with help from Bob Stein and others

(Pictures by Terry & Susan Bond, Leslie Scarpelli, Chip Woolford, and Bob Stein)

After a year of anxious waiting, Hershey seems to have been just an all-too-quick slice of fall. For me, it began a couple of weeks early when packing the truck commenced. When I finally headed towards PA for my usual pre-Hershey antique hunting expedition I knew the week ahead was going to be fantastic.

First stops on Friday were a few quick visits to antique shops on the Eastern Shore. Early Saturday morning the weekend before Hershey, I made my usual visit to the Allentown Paper and Rare Book show. Between stalls filled with all kinds of items from paper to postcards, I managed a few nice finds including sheet music and some early automobile accessory catalogs. That afternoon was spent in a few nearby antique malls that proved to be more yard-sale than antique. I'll adjust the roadmap for next year where the grass might be a little greener.

Before the sun came up Sunday morning, I was in the outdoor market at Renningers. I snagged a nice advertising letter opener and a few early car sales brochures, but nothing really exciting. Once the indoor market opened at 7:30 though it was a different story. I immediately came across a nice pair of brass sidelamps at a very reasonable price.



I by-passed other lesser quality automobile items when suddenly, rounding a corner, I spotted a fabulous bronze figurine of a man and woman dressed in early motoring attire, ready for a trip in their brass-era automobile. I managed to buy it at a fabulous price, just before getting a text message from Jeff and Tracy

Leshner to meet them for lunch at nearby Reinholds Station Inn, a favorite old-time pub. I ate quick and picked up where I left off antique hunting. I continued to fill the passenger seat in the truck until the last antique shop closed at 7 pm. It was a really good "pre-Hershey" antique hunt! I even managed to find a toy MG that Susan didn't already have in her collection.



Early Monday morning I was on the field by 8 am to begin setting up. It was already a field of activity as vendors unpacked and early-bird shoppers kept offering to help — just to be first at the goodies. With my awning up, tables out and some boxes ready to open, I threw a tarp over everything and spent the next couple of hours rushing between newly arriving vendors doing the same thing. It paid off with some early spark plug discoveries.

Later Monday I returned to try and finish setting up. Lots of familiar faces and visiting ensued. It felt like summer this year with temps in the 80s and higher than usual humidity.

Later in the day, Susan met her cousin Ed at the airport in Baltimore. Although he moved to near Las Vegas he is still hooked on Hershey. We had a nice dinner that evening with Mike and Murray Shears from England.



Mike, Terry, Murray, Ed, Susan

Susan had volunteered to help with the AACA Library tent sale Tuesday so, after giving the field a once-over, she rushed off to help with a very successful event. Despite threatened heavy rains we were able to cover everything for the night and meet for dinner at a restaurant near our hotel.

Wednesday morning was chilly, damp and dreary, in stark contrast to the early part of the week. By now, shorts and T-shirts had been replaced with blue jeans and sweat-shirts.



I wandered when I could, but spent time at the booth visiting. It seemed like wherever I did wander, there was something waiting for me. After every trip I brought back brass or some neat piece of automobilia. See my "collecting" article later for details of some amazing discoveries.

On the field I encountered many TRAACA members enjoying the event. Travis and Kim Berry were among the first I stopped to visit with. Others dropping by or seen vending, shopping or showing a car were David and Valerie Dillahun, Richard Hall, Mark Davidoski, Reggie Nash, Rick Seaman, Sonny Butler, Jerry Adams, Barry Basnight, Bill Treadwell, Al and Sharon Mercer, Bob and Dot Parrish, Sam Kern, Bob Stein, Tom and Tammy Cox, Jim and Donna Elliott, Tony and Leslie Scarpelli, Mark Bischoff, Chip Woolford, Bob Stein, Bill Coburn, Ken and Jessica Packard, Harry Boone, Pat Locke, James and Becky Woodall, Al Swenson and probably a few I've missed (sorry).



That evening was special - for us it was a traditional dinner with friends from New York at Fenicci's Italian Restaurant downtown. Food and service are always tops. That same evening, Tidewater Region Hershey regulars dine in the same place, just one room apart. It was a very important occasion for everyone as Richard Hall celebrated his 50th year at Hershey. A



"congratulations" card was procured and signed by those who were present. We even managed to get autographs from Steve Moskowitz, West Peterson and Dave Anspach, AACA President this year. Richard, that is quite an accomplishment!

Thursday morning was the traditional meeting of the Spark Plug Collectors of America. The meeting was newly relocated to a space much closer to mine. Although it was an easier walk, I missed the chance to zig and zag to the old location at the far end of the Red field. I'm sure there were some goodies I missed as a result.



Ken and Jessica Packard and family

Jerry Adams, Bob Parrish, Barry Basnight



Tammy and Tom Cox

Terry and Susan Bond



Hard to believe but by 3PM it was time to start packing. Friday's attention turns to the car show and judging so we rushed to get finished before dark, grab a nice dinner and get ready for an early start on Friday.

The Friday car show was amazing. The day was perfect. Beautiful cars entering the field were met with large crowds of spectators. Nearly 1000 cars were quickly moved into position for the 10 am start of judging. The display of early brass cars was fantastic. The display of classics of the 30's was awesome, and a special exhibition of 1942 automobiles was astonishing for the variety. A photo group follows but, with my judging responsibilities, taking more photos was difficult. The crowds were really big and I did speak with many who had never been there before.

At the Judges breakfast, Terry and Sue Bond received a special plaque for perfect attendance at all AACA meets during the year. Bob Parrish received an award for his 275th judging credit.



Terry and Susan Bond



Bob Parrish

During the evening banquet, Tony Scarpelli received an AACA Senior Award for his 1965 Pontiac GTO convertible, and Rick Seaman received a Senior Award for his 1964 Plymouth Barracuda. Receiving Repeat Preservation Awards were: Sonny Butler (1990 Lincoln), Bill Treadwell (1969 Chevy Camaro), Jim Elliott (1991 Chevy Camaro SS), Sam Kern (1925 Franklin). Receiving Original certifications were Al Swenson (1958 Morris) and Ken Packard (1937 Packard).



Tony Scarpelli

It was another fantastic Hershey and we're already counting the days until next time.



TRAACA Central, the Bond flea market space



Sam Kern

Judges Breakfast



Bill Coburn



Al and Sharon Mercer



Jim Elloitt



Donna Elliott



Dot Parrish



Bill Treadwell



Tom Cox



Travis and Kim Berry



Tony and Leslie Scarpelli

In the Flea Market



Pat Locke



Hershey!



STILL COLLECTING And Hershey is the best place for it!

By Terry Bond

The Hershey report in this issue says it all. One of the best! Despite spending much more time than usual at my booth, each foray into the market produced a few goodies. So much good stuff seems to be springing loose from old collections, it's a collector's dream these days. Prices in the market have somewhat softened so things have become even more affordable. I could go on, but the "state of the market" is the topic of future articles. For now, I'll give you a quick look at some recent discoveries.

This beautiful brass lamp is a prize! I looked at it last year and did not buy it because of the price. Although it was in



virtually unused condition, I just could not justify the expense — and the seller would not budge. I kept in touch and this year had a rare second chance. The price had improved so I sprung for it and am glad I did. It's circa 1902-3 and



would suit a small London to Brighton vehicle where a single headlamp would be used out front. It's self-generating carbide.

This beautiful porcelain Packard desk clock is an item I've been looking for since I first began collecting. I've only ever seen a few for sale and they all have been way beyond my means. This year I stumbled on two of them and ended up



buying the best of them for a lot less than expected. I just could not pass up the chance to add this beautiful 1920s piece to my collection.

Several years ago I saw one of these great Ford Model T advertising banks (yes it's a small bank) for sale at Hershey. I balked at what I felt was a "stupid"



price. It was sold by the time I decided to pay "stupid" money for it. Another one showed up just recently and the price was even "stupider!" Well, this year at Hershey, this one showed up as a vendor was unpacking some toy cars. I grabbed it immediately and brought it home for an absolute BARGAIN - and that's a long way from "stupid."



I mentioned this wonderful bronze figurine of two early motorists dressed for a trip in their brass age motorcar. It's solid bronze, over 13" tall and weighs a lot. It was recently sold at auction for much less than I had thought. Unfortunately I did not bid on it anticipating high pricing. The guy who bought it simply bought it for resale. I obliged, getting it for a lot less than expected. Does this count as another "second chance" item?

I've previously written about smokers items of automobilia. It must be time for an addendum as I keep finding great items in that category. This fantastic scroll-cut car is actually a cigar box. It is so fragile I wonder how it survived.

Produced in the early 1900s, these



were popular gifts for cigar smokers who also loved automobiles. This one is complete with white rubber tires and small brass lamps.



Pipes were hand carved from Meerschaum, or sometimes Ivory. This one is carved from bone. It's beautifully done and in pristine condition. It dates from the early 1900s.

ago with information on how tell originals from later reproductions. The real ones are commanding premium prices these days and I'm glad my collection started years ago. Still, a few surprises do turn up, like the wonderful Steel Wheel advertising fob recently bought on the internet for less than 1/4th of what it's worth. It advertises a unique wheel made with spring steel spokes. I guess it was a primitive attempt to build shock absorbers into some early cars. I'm guessing it didn't work well.



Just when I thought I was out of wall space...I guess I can rearrange some things and squeeze this one in. It's a tremendous advertising print for 1927 Ford Model Ts. It probably hung in a Ford dealer's showroom until the Model A replaced the T.

Looking closely, the ladies are pointing to a Fordson tractor plowing the field behind the car.

There is always room for a few new watch fobs. They certainly don't take up much room, although the 20 trays I have full of them make a nice tall stack! There are amazing varieties of them. I wrote an article about watch fobs quite some time



Another item that has escaped my grasp for years is this great eagle car mascot (hood ornament) for the National Highway Association. If you were a member,

this mascot would be proudly displayed on your radiator. Their efforts to create a system of National highways began in 1911. By 1921, however, many other competing organizations (including AAA) had succeeded in fragmenting efforts. Many individual states also fought against a nationalized roadway system. My guess is these mascots were available during a brief window in history as the organization sought to raise capital and establish their identity. Some reproductions appeared in the 1960s but they are easily distinguished by poor casting quality.

But wait - there's more! A future issue will detail some additional recent additions to my collection of collections, including a discussion on the state of the market and some of the auctions taking place currently. Stay tuned - and enjoy collecting!

Terry

71st Franklin Trek Report

By Marty Sugermeyer

If you are already wondering what a "Franklin Trek" is, let me provide a little background.

As you may be aware, Neil and I have been avid Franklin enthusiasts for years. Neil was a Past President of the club.

The H.H. Franklin Manufacturing Company of Syracuse, NY built America's most successful air-cooled automobile, with its first innovative air-cooled motorcar in 1902 and continued production until 1934. Of the 150,000 Franklins built between 1902 and 1934, it's estimated that about 3,700 have survived.

For the past 71 years, the club has held an annual gathering in upstate New York near the birthplace of the famed water-less car. Hundreds of members have attended, bringing in their cars from all across the country for the reunion.

Neil, Marty and life-long friends Al and Maureen Nippert have attended many of them together. Sadly, Neil and Al have both passed away, but Marty, Maureen and their equally enthusiastic children and grandchildren attend to keep the spirit of the Franklin alive and well.

Neil attended 5 Treks with Al Nippert before he graduated from college and joined the Navy. He also bought his first (1930) Franklin from Al in 1970, less than a year before he and Marty married. They went to her first Trek in 1972.

My travels to the 71st Franklin Trek began on July 22. Since there were a few things that needed to be taken care of that morning, such as putting Jay Jay into boarding, my first stop was Dover, DE. I had planned leaving time at noon thinking that would be an easy drive so, my 1 pm start didn't seem too bad. Unfortunately, this was my first trip up the Eastern Shore in a long time and the amount of traffic plus stop lights had increased a lot. I finally made it to Dover by 7:30. By the time I got to Pennsylvania on the 23rd, I had found some freeways so I was able to make it to Schoharie, NY by midafternoon. Maureen Nippert and I had planned a few days together to talk and rest before going to Union College in Schenectady, NY. Many years ago the college

had bought a hotel at the edge of the campus and everyone coming for the Trek stayed there. We were looking forward to enjoying a week with many friends we have known for decades, meeting many new friends, and tours to fun and interesting places almost every day.



Three generations of Nipperts in front of the Biltmore Museum. Maureen is between son Karl on the left and grandson Ryan. The car is Ryan's 1929 Franklin Sport runabout. It won the "Star of the Rock" award at this year's Lime Rock Concourse.

We made the 25-mile drive to Union College midday on Saturday, July 26th. We had to stop along the way to the registration room to visit with several friends. After registration and getting our Trek packet and name tags, we took the things I had brought to sell out of my car and placed them in the registration/sale room. Then we sorted out our stuff in our room and got a quick rest. The first event of the Trek is the Welcome Reception hosted by Past Presidents. That



Ryan gave a lot of rides to friends during the 71st trek.

is followed by dinner and the evening Hospitality where we saw more long-time friends and met some of the Red Taggers (1st time Trekkers).

Sunday featured an exploration of the Schenectady Green Market that gave us a chance to try several different types of lunch booths plus a wide assortment of crafts for sale. After lunch and shopping we jumped back into

cars or walked to go to the home of a fairly new trekker to see his car collection. Dinner was back on campus. The evening entertainment was Andy Wittenborn's pictures of past Treks. He had been the official Franklin photographer for over half a century and a professional level photographer. We always have a good turnout for that.

After breakfast on Monday, we were off to Bennington, VT (45 miles away) to visit the Bennington Museum that tells stories of the region through art and pictures of the region. Bennington played a significant role in the Revolutionary War. The museum houses a large collection of Grandma Moses folk art. Nearby also is the Robert Frost Stone House Museum. As with most touring days at the Trek, the tours to a location are made mostly on back country roads to enjoy things like the beautiful Green Mountains. We had lunch at a local restaurant with an open side allowing us to see more of the lovely area. Our second stop was at Hemmings Motor News that had a great collection of antique car and event pictures. Dinner was back at the college followed by a Hospitality that gave us a lot fun in a Trivia Challenge.

Tuesday was an intown day. After breakfast a tech session was presented by two longtime Trekkers. At noon the Franklins headed to Schenectady City Hall where we enjoyed a box lunch and were honored with the first Franklin Day Schenectady. Just a short walk away was Proctor Theater, an old restored theater where we saw a 1932 movie, *The Crowd Roars*, starring James Cagney and Joan Blondell. We got back to the college by midafternoon, just enough time for a little rest before dinner. The hospitality time featured the 2019 action movie *Ford vs Ferrari* starring Christian Bale and Matt Damon as the drivers of the race cars when Ford decided to build a special model car to go against Ferraris for the 24 hour of Le Mans in France in 1966.



Franklins on Main Street across from Schenectady city Hall on "Franklin Day."



Marty dressed in period attire.

On Wednesday, after breakfast, we toured the Saratoga National Battlefield that preserves the site of the 1777 battle that was decisive American victory. Lunch was at The Mill on Round Lake, another delightful location. Then we went to Ballston Spa to see the collection of Bob Metro, a former Franklin president. After dinner the traditional (for over 50 years) Fashion Show drew a large crowd. Maureen dressed for the 1920s and I went in a 1940's outfit.

Thursday morning the Board Meeting and the Annual Meeting kept us busy until the start of the Road Rally to Jumpin Jacks for lunch. After lunch I have to admit the Maureen and I took a long-needed rest and missed the Franklin Olympics. Thursday was the final full day of the 71st Trek so the Closing Reception was at 4:30 followed by the Banquet.



Maureen in 1920's attire with Marty in a 1940's outfit with Lloyd Davis at age 97. He is the longest attending "trekker"

Friday, we had a leisurely breakfast and said goodbye to many close friends. After loading my car, Maureen and I traveled the 25 miles to her house. That was far enough after all the touring and enjoying evening hospitalities.

The next day I headed toward Washington for a short visit with the northern Virginia Sugermeys, my son, daughter-in-law, and two grandchildren.

Of course, plans are already in the works for the 72nd Franklin Trek.

The future of the Franklin and its enthusiasts is in good hands. These 71st "Trekkers" are all students, graduates, or teachers from McPherson College, McPherson, Kansas. Karl Nippert, a graduate, is seated on the left. The Franklin Club has done a lot to support the professional restoration programs there.



Let's Get Social!

By Steve Rossi
VP-Public Relations & Event Planning

Reprinted from the Spring 2024 *Rummage Box*

For those who can't just get enough of the AACA experience, it might be a long haul between the bimonthly arrival of the hardcopy Antique Automobile magazine and even the monthly frequency of our electronic Speedster newsletter. But that doesn't mean members can't communicate to their heart's content because in this day and age of cyberspace, online is yet another answer.

AACA.org includes a comprehensive Forum platform that allows members to interact and chat on a myriad of antique auto subjects. There's everything from General Discussion, Technical and What is It? areas to topics that include Museums, Legislation and expansive Buy/Sell listings. Photo's and Videos are featured as well, along with specific dialogue on the Library, Shows, Tours, Judging and Regional activity. To say that you could while away many an hour on our AACA Forums would be an understatement. CAUTION...it could become addictive!

AACA also hosts a huge assortment of dedicated Club subgroups on the Forum such as Classics and the Horseless Carriage era. Then there are a myriad of Domestic make and International marque pages that run the gamut from Auburn to Volvo. And motorcycles, too. The Forum includes 56,756 total members. But wait, there's more...

As an outgrowth of a special strategy session that was held just before the recent February Chantilly, VA Annual Convention, the AACA Board of Directors and Headquarters Staff embarked on a new Digital/Social Media offensive to not only promote awareness and build rapport within the old car community, but to likewise drive membership growth. AACA's new Digital/Social agenda began by further leveraging exist-

ing Facebook and Instagram resources with dedicated and defined cadence.

To give you an idea of the immediate effectiveness of the effort, an unsolicited member just commented; "I have no idea who the new social media content creator is, but I want to say as a marketing person for 30 plus years I say bravo! Great messages are going out that are clean and attractive! Please pass my excitement on to whomever it is!" Obviously, we've gained some immediate traction.

Antique Automobile Club of America is our official, national Facebook page www.facebook.com/AntiqueAutomobileClubOfAmerica.

There's also an AACA Antique Automobile Club of America private group page that was started by a member that we monitor. In addition, you can also find us on

[Instagram.com/antiqueautomobileclubofamerica/](https://www.instagram.com/antiqueautomobileclubofamerica/). Meanwhile, we will now start a further Digital initiative to target AACA advertising to the antique automobile universe at large in the interest of recruiting new members and promoting our events. The younger demographics of the target audience are in our favor! with past members who haven't renewed. Plus...we will go after "lookalike audiences," which means those with antique automobiles,

We will also pursue those who have independently visited our website (remarketing) and will further follow-up with past members who haven't renewed. Plus...we will go after "lookalike audiences," which means those with antique automobiles, classic cars, etc. online tendencies. With definitive calls to action TO JOIN.

We look for the Regions to help spread the word that AACA has now aggressively entered the Digital arena in a meaningful way. And invite you to enjoy such new and dynamic old car camaraderie.

So...let's get Social!



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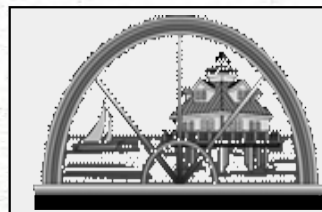
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