

# The Mudflap



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

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April 2013



**THE CAR THAT STARTED IT ALL** - Your editor has owned 135 vehicles so far, with a 1967 Cougar as the most recent acquisition. However, if you make your way back to Number 1 you'll find a certain black sedan that turned an already car-crazy kid into a certified Caroholic. (See the Editor's Corner on page 3)

## Record-Setting Swap Meet!

By Neil Sugermeyer

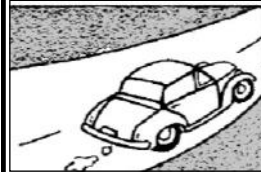
It seems like the annual swap meet has become a perennial TRAACA favorite, and after at least twenty years of swapping car STUFF, this year we hit a high water mark – and that without rain to dampen anyone's spirits! We have had a good relationship with the Hickory Ruritans for many years, and this year was no exception.

The building and grounds were made available to us for the set up on Friday, so we were ready to go as there was a great turnout of vendors to start the day at about 7AM. By 8AM, the buyers began to stream in, and they kept the place hopping throughout the morning and into early afternoon.

All inside vendor spaces were spoken for, and (Cont. on page 4)



**ONE PERSON'S JUNK** - There was something for just about every automotive taste at the 2013 TRAACA Swap Meet on March 2nd.



**DOWN THE ROAD**

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

### April

- 3 **April Board Meeting** - Location Holiday Inn Norfolk Airport. 6:00 PM. (Earlier time!)
  - 4-7 **AACA Southeastern Spring Meet and Swap Meet (Charlotte)**
  - 6 Virginia Chevy Lovers Spring Dust-Off Show
  - 13 Williamsburg British Car Club 14th Annual British & European Car Show. Chickahominy Riverfront Park.
  - 18 **April Dinner Meeting** - Holiday Inn Norfolk Airport. 6 PM Social, 7 PM dinner.
  - 20-21 **Spring Tour to Charlottesville**
- ### May
- 4 **ODMA Meet (Fredericksburg)**
  - 7 **May Board Meeting**
  - 16 **May Dinner Meeting**
  - 18 **Square Car Tour**

A calendar of AACA National events is provided on page 11.



## From the Driver's Seat

Wes Neal—TRAACA President

"April prepares her green traffic light and the world thinks Go". - Christopher Morley So with April's start, it is the start of the Season for our Antique Vehicles and C.A.R.S. efforts:

**Communications:** Bob Stein is doing a fantastic job keeping us informed as he balancing his efforts on the Mud Flap, Mud Speck, and the TRAACA web site.

**Activities:** Dick Chipchak is continuing to add and adjust our schedule of activities. The big one this month is the Spring Tour on April 20-21 to Jefferson's Monticello and the Winery near Charlottesville, Va. I look forward to good weather, good rides, historical fun, and sprits on this TRAACA Activity. We also look forward to stories and pictures from our members on the April 4-7 Charlotte/AACA Southeastern Spring Meet.

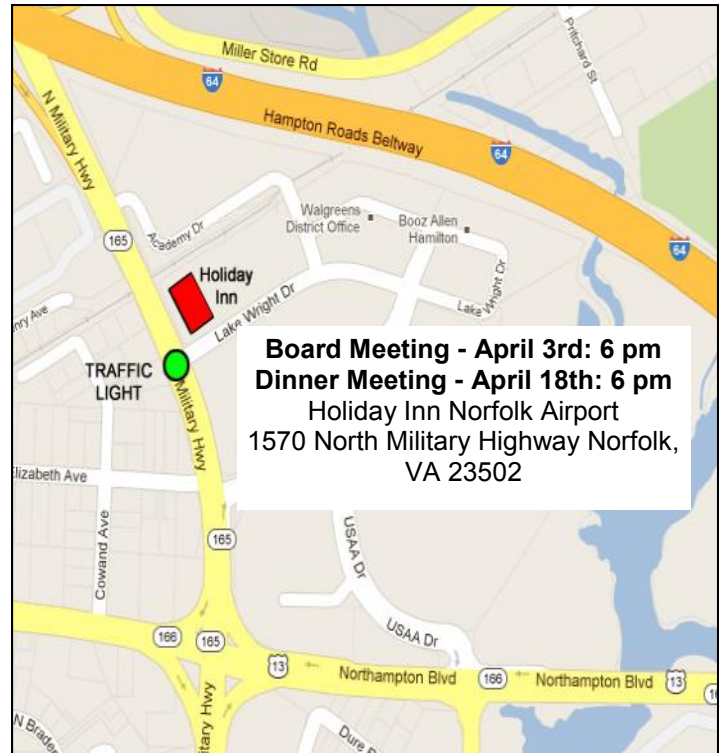
**Restaurants:** Well, didn't we have a great time at Cypress Point County Club celebrating St. Patrick's Day? Although the day was damp and cool, we did get to see about 15 of our member's antique vehicles. It is nice to have a monthly dinner and have our cars there too! Thanks to Marion McAlpine for the set-up and Bill Wilcox for the entertainment coordination and efforts. On April 18th we look forward to seeing everyone back at the Holiday Inn-Airport on Military Highway.

**Society:** Jill Villers has prepared our Club's Roster that will be published soon for all of our members. I find myself using last year's almost daily, and look forward to the new updated list. I hope you all have had a chance to read the March/April Issue of Antique Automobile: What a nice story on Tom Cox a member of TRAACA and current President of AACA. Several of our members are also pictured in this issue for their awards or service in the AACA. Also, I really liked the article "The Roll of the Radio" and how the radio advanced with the advancements of the automobile.

Have a great month. We welcome any and all contributions of support to efforts in the club. Please reach out - no effort is too small.

*Wes Neal*

## Map for the Month



### 2013 TRAACA Officers & Board

President - Wes Neal

Email: [wes.neal@cox.net](mailto:wes.neal@cox.net)

Vice President - Jim Villers

Email: [190sljim@cox.net](mailto:190sljim@cox.net)

Secretary - Tony Scarpelli

Treasurer - Chris (Kit) Lawrence

Board - Dick Chipchak

Board - John Heimerl

Board - Marion McAlpine

Board —Skip Patnode

President Emeritus—Bob Stein

Visit us on the Internet at:

[local.aaca.org/tidewater!](http://local.aaca.org/tidewater!)

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

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# Editor's Corner

By Bob Stein



When I was in Junior High and High School, my best friend Robert 'Chief' Deal and I often got rides from his youngest sister Kitty in 'Becky' - a 1951 Studebaker Commander Land Cruiser that their parents had bought new. It had been the first car for each of Chief's five sisters, handed down from sibling to sibling.

She had a strange bullet nose with pontoon-like fenders that jutted forward. Her rear package shelf had been removed so that kids could sit in the trunk and stick their head up inside the passenger compartment. Wonder what the safety folks would say about that?



I was fascinated by the car, being madly in love with anything that had four wheels. I didn't care that it had no headliner, that the seats were coming apart, or that it was at least six different shades of black.

However, Chief did not share my interest, and wanted nothing to do with the Studebaker when it came his turn. With no more kids of their own left, Mr. and Mrs. Deal decided to pass it on to me, and called up on my 16th birthday to say "When are you coming over to get your car?"

Mr. Deal drove the Studebaker to our house, where she was immediately ensconced in the back yard. The picture of her were taken by me that very day. I don't think my feet touched the ground for a week, and my mom says that after that they could only be seen sticking out from under the car.

Becky had over 200K miles on her by then and needed some work - a new right rear spring, a tune-up, and various small repairs. It took a year to get her ready for the road, and to get my own insurance policy. Once I got her going, the car proved to be wonderfully reliable for the next two years. Then a mishap with a 1965 Ford tore up her left front fender the summer I went off to college. I had no money or time to fix the car, and no place to keep her.

I ended up giving her to a Studebaker Club member who had a restored Land Cruiser that had been totaled in an accident. He was able to combine the two cars into one, using Becky as the starting point. I hope she's still out there somewhere!

**Bob Stein**

## C O N T E N T S

Article	Page
Fabulous Flea Market.....	1
From the Driver's Seat .....	2
Map for the Month .....	2
TRAACA Officers/Contact Information .....	2
Editor's Corner .....	3
Movie Stars for a Day.....	3
Square Car Tour - May 18th.....	4
Still Collecting - More Pins - by Terry Bond .....	5
From the Running Board—February Minutes .....	6
St. Patrick's Day Party .....	7
Wolf Creek Fabrication Tour .....	8
Farm-Raised Studebaker .....	9
ACA 2013 National Event Calendar .....	11

## TRAACA Cars and Members become Stars for a Day

Five TRAACA vehicles became movies stars for a day on March 30th, becoming set dressing for "Miracle of the Murderers". A project film for Regent University students, the movie took over Bank Street in Suffolk for a day and turned back the clock to the mid-1950s.

Tony Scarpelli and Leslie McGinn came in costume, and were rewarded with walk-on roles in a couple of scenes.

The TRAACA participants were Wes Neal (1949 Jeepster), Frank Lagana (1950 Chevrolet), Bob Stein (1951 Studebaker), Tony and Leslie (1956 Chrysler), and Christian Aicher (1958 Buick). Mark and Marion McAlpine provided transportation for several members to and from the Wolf Creek tour.

Participants were offered mileage reimbursement, catered meals, and will all receive copies of the finished film, as well as photographs. Each car's owner was interviewed for a 'Making Of' special presentation.



**LIGHTS - CAMERA - CHEVROLET!** Frank Lagana's 1950 Chevrolet was one of five TRAACA vehicles featured in a film shoot for 'Miracle of the Murderers' in Suffolk.

## Swap Meet... (Continued from Page 1)

there were 25 preregistered outside vendors with as many more registering the day of show.

In order to make the event happen, a lot of TRAACA folks contributed time, talent and goodies. It took some dedicated swap meet junkies to help lay out the outside spaces and set up the inside booths on the Friday before, and it took more members to help get vendors into the selling spaces outside and buyers into the parking area on Saturday.

Those of you who chipped in time and effort to make this year's swap meet a success know who you are, and your participation is what makes this club the vibrant group that it is known to be, so I'll dispense with listing everyone who served, but suffice it to say that the end result of everyone's efforts was great for TRAACA.

There are, however, a few people who went beyond the call of duty, and their effort produced a nice return for the club as well as a warm spot in everyone's belly. What would a club activity be without food?

Holly Forester stepped up to the task of running the food concession, along with her side kick Scott Davies and the kitchen crew, and they stayed busy all day, so no one went away hungry or thirsty.



If that food wasn't enough, Linda Pellerin and a crew of able assistants managed a bake sale with items donated by club members that would tempt the sweet tooth of everyone. I think this is the third year of the bake sale, and it

has produced positive results for the club each year. For all those who helped in both areas, a huge "thank you" for your important contribution, and to all others who helped throughout the event, heartfelt thanks to you too!

For sale on the field and inside was a wide assortment of "stuff" to tempt the most discriminating buyer. Kind of a mini-mini Hershey! There were vendors and buyers from as far away as Richmond and the Petersburg area as well as Northern Neck and Carolina – we are becoming well known as an early start event for the oncoming automotive hobby season.

Everyone seemed to have a smile on their face, so the end result was an outstanding day. If you missed this year, don't fret – we'll do it again next year, same time frame, same location. Save your old car goodies to bring next time, or come with cash and buy us out! You never know who will find something that you have brought to sell is something they can't live without, or that elusive part you've been looking for is in somebody's booth. As always, we can use all the help we can get to make it happen again.



*Tyler Gimbert led the 2012 tour in his 1924 Model T Ford.*

## Square Car Tour

By Terry Bond

Our annual Square Car Tour was begun years ago to give good old fashioned square cars the chance to enjoy a leisurely run over quiet back roads. Here is a little Q & A that will help you better understand :

**What is a Square Car?** Well, it's a really old car that's kinda square. From the early 1900s up into the Model A era cars were sort of "square" so, in their honor, it's called the square car tour.

**What kind of cars do we allow?** Of course this event is for good old square cars. They'll lead the pack. You can drive anything with wheels and in the past, we've even had modern, more "rounded" cars take part, but they have to bring up the rear. Hopefully, they'll be able to keep up.

**Where do we go?** Back in time. Drive slowly. Enjoy the scenery and country air. Enjoy the cars, and each other. We're out on country roads in southern Chesapeake and Virginia Beach.

**How long of a tour is it?** Short – it's just a Saturday morning outing. If we cover 50 miles we're going to be surprised – but you'll see some neat things!

We'll begin at 9:30 (no earlier) on May 18th at the home of Jody Dudley, 1944 Malbon Road, Virginia Beach. For those without a GPS (or cigarette lighter to plug it into) turn Left on Malhon Road just past the new NAPA store in Pungo. We'll have some coffee and donuts available. We'll depart (oldest car leads) at around 10:30.

Everyone will have directions. There is plenty of room at the start if you need to bring your car in a trailer.. We'll finish at our optional lunch stop – Angie's restaurant at the intersection of Mt. Pleasant and Centerville Turnpike in Great Bridge.

We need to have you RSVP so we know how many cups of coffee and donuts to buy and how many seats we'll need at the lunch stop. So – give me a call if you plan to be part of the 2013 Square Car Tour!

Terry Bond

482-5222 home evenings

Or email me at [terry007@infionline.net](mailto:terry007@infionline.net)



## Still Collecting Stuff

### More Points on Pins

By Terry Bond

We're still talking about things that you can pin on somewhere – shirt, jacket, lapel, tie, etc.



Back in the teens and twenties, if you were a Packard fan (or a salesman perhaps) you wore your brand preference for everyone to see.

Name an automobile brand and there was a pin made for it. The cheap pinbacks we talked about last time were the giveaways at automobile shows and at dealerships. The items we're talking

about this time were things you could purchase. Often they were made, of course, for salesmen to wear, but sometimes workers would buy or be given them as incentives. Many of them existed as length-of-service awards. It makes collecting so interesting when you are a Ford nut and have to have one for every year.

Beware – there are billions of reproductions out there. They've been made for years as collectors buttons. It doesn't matter if you are a Model T guy or a GTO fan, there are nice enameled pins for your favorite car. Even very early car makes are represented among modern reproductions. E-bay is full of them. Like the buttons we talked about last time however, there are ways to tell the oldies from the newbies.



Old buttons would have the makers name clearly marked on them. I've never seen an original that was just plain on the reverse side. For me it doesn't matter if it's Pierce Arrow or Plymouth, if there isn't a makers name on the back I'm not taking a chance. If they are priced very cheaply, yeah, I might put one in my basket as a filler, but

they are not worth more than a buck or two. The real stuff is a different matter however. There are several rules that come into play here:

- The older the more valuable.
- The more desirable the car make, the more valuable.
- The more obscure the car make, the more valuable.
- Condition is everything.

Oddly though, some seemingly rare things are fairly common. There is a never-ending supply of enamel watch fobs for Dort automobiles. Someone seems to have discovered a box full of enamel Elgin automobile pins. Buick pins in the early style are also fairly common.



The real stuff can get pricy. I recently saw a Winton pin go for over \$150. At the other end of the spectrum, a friend recently purchased an early Buick pin for a few dollars. E-bay is a good place to gain your education. You'll quickly learn what seems to be common and what prices things sell for. Sometimes you'll even get a picture of both sides of the pin. That's important to knowing if it is a genuine old one or not.

It isn't about just car makes however. Great pins, buttons and fobs exist for tire companies, automobile clubs, spark plug companies, gas and oil companies, garages, and I've even got a couple of great pins from the 1910 Cadillac BPOE (Elks) national convention in Cadillac Michigan – see the pictures and you'll see why I like them so much!



We need to mention watch fobs too – and everything I said about pins above pertains to them as well. For every genuine watch fob advertising something related to automobiles, you'll see a dozen fakes. Everything from Oilzum motor oil to Model T Ford has been reproduced. Again, the watch-word is "backside." If it doesn't have a makers name on it, be cautious.

Enjoy the pictures and happy collecting.

Next time we're going to get scrappy – and talk about scrap-booking (turn-of-the century style).



*Check the Backside! This Chevrolet 10-year service pin has clearly visible makers information on the retainer.*

*Terry Bond*

# From the Running Board

## February 5, 2013 Board Meeting Minutes

*Submitted by Tony Scarpelli—Secretary*

The board meeting was called to order at 6:30 pm at The Holiday Inn on Military Highway. Directors present were Wes Neal, President, Jim Villers, Vice President, Tony Scarpelli, Secretary, Kit Lawrence, Treasurer, Bob Stein, Past President; and Board members John Heimerl, Marion McAlpine. Also present were Bob and Dot Parrish, Mark McAlpine and Tim Russell.

Jim Villers gave the Membership report; One hundred forty people have paid dues to date. Twenty more people are to be contacted. Kit Lawrence gave the treasurers report. There are already expenses pertaining to the 2015 National meet. A method will have to be devised to separate these expenses. It was stated that because of homeland security concerns, the club cannot have two checking accounts.

Bob Parrish suggested checking with the Town Bank; at our 2006 meet there was a second account. Two accounts are a lot "cleaner" because of the large amounts of money involved. Jim Villers and Kit are going to Town Bank tomorrow, Wes asked to be updated. The January minutes were previously emailed to the board, there were no questions and they were approved.

### COMMITTEE REPORTS

#### ACTIVITES

- Mudflap/Speck – Wes Neal stated that both look great. Bob Stein replied that Sue Bond has been helping with the editing.
- Philadelphia AACA Booth-Bob Stein has talked to Sam Kern, and he (Bob) is taking two computers. They should be set up in Philadelphia on Friday. Wes asked how many club members are going to Philadelphia. Bob Stein replied about 20 members.
- Upcoming events-Tim Russell stated that there will not be a problem scheduling the Oaklette Church building this year. The upcoming events from June to October were recited as written in the TRAACA calendar website. Bob Stein stated he will keep the calendar updated with Dick Chipchak. Wes asked if Bob was looking for more activities. Wes will coordinate the show at Westminster; the last show was well received. Wes also talked to Atlantic Shores (retirement facility), they would like us to do a show. Bob Stein stated that there was an opening in August.
- Marion McAlpine stated that we could do a tour of a powder coating business in Chesapeake. Wes thought it might be easier if the owner could speak at a dinner meeting. Wes asked if there was an update on the spring tour. Tim Russell replied there was none at this time. Jim Villers reminded everyone that Winter Blast is in two weeks.

- Monthly Dinner Meetings-Wes stated the February meeting will be here (Holiday Inn). He also stated that additional suggestions have been mentioned, for instance, the Norfolk Yacht Club. This may be too far away. We do not need a decision tonight because March is already scheduled. A short discussion of different venues followed and their merits based on location and price. Marion stated that maybe the location can move each month so the same members are not inconvenienced.
- Bob Parrish suggested a Breakfast meeting for the club. Jim Villers stated that at another club, Christmas Dinner is a Brunch. They always have a good turnout. Wes stated the Country Club had suggested a cookout. Some more discussion followed, this time mainly about the size of the room that we could utilize. Finally, Wes said he would send a letter to the Aberdeen Barn explaining the future dinner meetings.
- Dinner Meeting Speakers-Marion stated that May Dinner Meeting would be the owner of Beach Radiator. Bob Parrish stated he is a member of the Chevy Club. Jim Villers said he saw him about custom work, there is a lot of detail to a radiator. He also does gas tank treatment; his presentation should also cover gas tanks.
- Marion stated that April meeting speaker would be the Aviation Museum Curator. In June, the speaker will be the Thomas Jefferson Impersonator, and July, the Charlie Daniels Speed Shop. Wes stated we need to contact and set this up. John Heimerl stated that we could use Tom Norris in August. Wes said to give this information to Bob Stein for the Mudflap.

#### OLD BUSINESS

- AACA Philadelphia Meeting-Wes asked the procedure for turning over our annual donation. Bob Stein told him the basic procedure.
- February Awards Banquet-Wes stated that he still had four of the award trophies. Bob Stein stated that these trophies should be eliminated; especially the dinner award.
- 2013 Swap meet-Wes asked if he needed to be involved (in the planning). Do we pay for the facility? Neil should speak, (to update the members), at the dinner meeting. Jim Villers stated that the money has been paid for stamps and flyers.
- 2013 Annual Meet update-Still early, John Heimerl stated that we have a transmitter that will broadcast over the entire field. Someone stated that Chip Oaks has a farm museum near Surry that has tractors and "hit and miss" engines. I stated that we will have military vehicles at the show.

#### NEW BUSINESS

- New memberships – Wes stated that we have four free national memberships, one is filled out. There was a short discussion of possible new members. Jim Villers stated that a *(Continued on next page)*

## February Minutes *(Continued)*

good place to get new members is from other clubs. They are car people as opposed to people with old cars. Wes asked if you have to be a TRAACA member to place an ad in the Mudflap. Bob Stein stated yes. A motion was made for TRAACA to match the four national memberships for one year. It was seconded and passed.

- There was a short discussion on the Nuts and Bolts Chapter.

There being no further business, the meeting was adjourned at 7:50PM

Respectfully submitted,  
Anthony Scarpelli, Secretary



*ENCORE PERFORMANCE - Gloucester-based Celtic musical group Celtastrophe returned this year to provide the music for our St. Patrick's Day celebration.*

## St. Patrick's Day Party!

By Bob Stein

*(Photos by Marty Sugermeyer and Bob Stein)*

The Tidewater Region celebrated Irish Culture and history on St. Patrick's Day (March 17th) with a party at Cypress Point Country Club and the Celtic music of Celtastrophe.

Despite cloudy skies, cool temperatures, and a threat of rain, we had a nice display of antique cars outside that included Mickey and Toni McChesney's 1940 Buick, Bob Stein's 1951 Studebaker, Alfonso and Patrizia Ludovici's 'new' 1956 DeSoto, Tony Scarpelli and Leslie McGinn's 1962 Imperial, Neil and Marty Sugermeyer's 1965 Rambler, Jim and Betty Villers' 1967 Mercedes, Terry and Susan Bond's 1974 MGB-GT, Bob and Dot Parrish's 1978 Thunderbird, and Tyler Gimbert's 1988 Corvette.

Inside, we had a terrific buffet with corned beef and cabbage rolls, fish and chips, beef stew, and bread pudding. Several members dressed for the occasion, including wannabe Leprechaun Neil Sugermeyer, who even had a green top hat!

It was a great event for socializing and enjoying music - thanks to those who put the event together!





# Wolf Creek Fabrication Tour

By Bob Stein

More than thirty TRAACA folks showed up on Saturday, March 30th, for a tour of the Wolf Creek Fabrication facility in Chesapeake on a fine, sunny Spring morning. Production manager Kyle Buckner gave us guided tours of the extensive facility, which has both metal fabrication and powder coating capabilities.

We started with coffee and donuts, as usual, looking at cars and socializing for a bit before the first of two tour groups went through. Wolf Creek can fabricate almost anything, from a custom engine gasket cut by a computerized water-jet cutting system to massive stainless steel hinge pins turned from solid stock.



guest (1940 Buick), Terry and Sue Bond (1948 MG TC), Dana Meadows (1949 Packard), Neil and Marty Sugermeier (1965 Rambler), Skip Patnode (1967 Alfa Romeo), Jim Villers (1967 Mercedes), John and Marie Gancel (1968 Chevrolet), Viator Trudeau (1968 Eldorado), Jeff Locke (1988 Cadillac Allante) Other participants included Jim and Becky Woodall, Bob Stein, Frank Lagana, Barbara Talley, Mark and Marian McAlpine, Wes Neal, and Bill Coburn.

The powder-coating setup is equally impressive, and they will take on anything from an alternator bracket to major body components. Following the tour, we gathered for a group shot, and then headed off to Cracker Barrel for lunch.

Participants included Sam Kern (1925 Franklin), Ken Talley (1929 Buick), Dave Curl (1931 Model A Ford), Dan Ciccone and Tyler Gimbert (1937 Packard), Mickey McChesney and





# Farm-Raised Studebaker

*Editor's Note - You may have noticed we're a bit heavy on Studebaker Stuff this month. No one else sent anything in this month for the feature, so I filled the gap with my own stories. Remember, I have SEVEN antique vehicles. Unless you want to spend the rest of the year reading up on my personal collection, get busy writing!*

By Bob Stein

On July 3, 1951, John and Clara L. Bahr of Osmond, NE, drove to Al Lundstrom Motors, the local Studebaker dealer, in their 1941 Ford., ready to buy a new car. They were farmers, and no doubt had looked carefully at the cars out on the market.

The Champion 6-cylinder was known to be rugged and



economical, and would have been the obvious choice. However, the car that caught their eye was a pale green 1951 Studebaker Land Cruiser – the manufacturer's top of the line 'luxury' model.

The Land Cruiser was a long-wheelbase sedan with suicide doors and the more refined version of Studebaker's 'bullet-nose' styling. It also had Studebaker's all-new OHV V-8 engine, one of the most advanced engines available from any car maker.

This particular car was equipped with the optional overdrive transmission, 'wet' air cleaner, windshield visor, Climatizer heater, wide-whitewall tires, and full wheel covers. It had been built on March 20th, and shipped by rail to Lundstrom Motors on June 18th.

Salesman Clayton McClain wrote up the deal, which allowed \$400 trade-in for the Bahr's ten year-old Ford. They paid the balance of \$1950 in cash. The selling price of \$2,350 included a spare tire and tube, and 15 gallons of gasoline.

The Bahrs kept the upscale sedan for nearly 30 years, and even then, it stayed in the family. On January 27, 1980, they gave the Land Cruiser to son Orville J. Bahr, also in Osmond, as a gift. Orville ended up parking the car in his barn, where it remained surrounded by hay bales until his death in 1987.

Daughter Glenda and her husband brought the car to Omaha shortly afterwards. They had it repainted the original Shenandoah Green in 1990 by Bob Mulder and Son in Omaha, putting only a few hundred miles on the car over the next seven years.

Glenda sold the car to Andrew Wieger, a bar owner in

Millard, NE in August of 1997. He had the gas tank boiled out, but did little other work other than replacing some hoses and other minor pieces.



On November 16, 1998, John E. Waddell and friend Dewey Haviland bought the Studebaker from the bar owner, who was moving out of state. John explained, "Osmond is my family's home town and I knew Orville Bahr and his wife, Audree. I also knew the man who worked for Al Lundstrom and sold the car. The dealership still stands in Osmond, but of course has gone through many owners and is now a body shop."

By this time, the original interior was coming apart and the car needed some mechanical attention. John remembers, "When we bought the car we scraped an incredible amount of compacted mud from the undercarriage of the car. The mud really preserved the underside of the car and it truly was a country farm car. We changed out hoses, and did other routine maintenance work."

The 'routine work' included rebuilding the front suspension, replacing the water pump, hoses, new timing gears, and many other small repairs to electrical and fuel systems.

By the time they were done, almost every operating system on the Studebaker had been cleaned, repaired, and/or adjusted. After more than a year of tinkering, all that was left were the cosmetics. The ten-year-old paint was still quite



good, so they dropped the car off at Dr. Vinyl, an upholstery shop in Papillion, NE for a complete new interior in the original style.

It took nearly two years to complete the job, with the shop working on the car 'as they could get to it.' During this time, John became the sole owner. "I purchased Dewey's half of the car when he got Hudson Hornet-itis and needed the money!"

As often happens in the car hobby, John ended up with more Studebakers than he could handle. "I had owned 7 Studebakers at one time and was down to 5. My goal was to get down to two by this summer so I could get rid of my rented - and leaking - storage building and bring the remaining cars home."

After some hard thought, John decided that the Land Cruiser would be one of the cars to go. On April 9, 2004, he listed it on eBay with a reasonable reserve and a tempting Buy It Now option.

As you have probably already guessed, this is where I enter the Studebaker's story. My first car was a 1951 Studebaker Land Cruiser, and I had been looking for another one quite a while. I purchased a car earlier in the year, low mileage and complete, but very rough. The interior was shot, chrome was pitted, the back end of the car was rotten, the glass was fogging... well, you get the idea. I got her running well, but when I started adding up what it would cost to make even a rough driver out of the car, I realized I had made a mistake.



When I stumbled across the eBay listing for '1951 Studebaker: Land Cruiser' I was rather surprised. The cars were relatively rare even new, and I had only seen one or two others for sale in many years. I looked at the ad out of curiosity, and was immediately hooked.

Some emails with John resulted in a lot more information and some photos that showed off the new interior and clean engine compartment. I looked at the bidding, and then at the Buy It Now price. Then I went outside and stared at the rough car and agonized for an hour - I DID NOT need another car.

Like that has ever stopped me? I went ahead and bought the Land Cruiser, and thanks to John's kindness, was able to arrange depot-to-depot shipping to save money. Although there were some anxious days waiting for the car, I got the call from the Ashland Virginia depot on Sunday morning, May 9th. The Studebaker had arrived!

I hoodwinked best friend Chip into coming along to help me pick up some 'Studebaker parts' and took off with spare tires, oil, water, brake fluids... and a tow bar just in case. When we pulled in, Chip spotted the Land Cruiser and said "Look at that! This guy has some beautiful cars!"

As expected, he assumed I was here to snag parts from a junker hidden out back. I started checking the car out and said



"What do you think of the 'parts'?" He just gave me a look. "Oh, riiiiight." It took a bit of convincing before he believed me - but in short order, I had the plates on (John had overnighted the paperwork and I had the car titled, tagged, and insured two days after I bought it). The car started right up - and ran perfectly the entire 100 miles home, running smooth and cool even when we hit a traffic jam close to home. Remember - this was more than the car had been driven in 3 years!

Not that there weren't some glitches - the radiator and the lower hose gave out while she was idling in front of the house - she had gotten me home before having problems. A very good sign. The parts car had a good radiator, and I got the hose at Advance (Thanks, Jack!). I had ordered new wide-whitewall tires from Universal Tire in Hershey PA (Highly recommended), and got those installed on extra rims. As expected, they really made a difference in the appearance of the car. I spent the next week and a half cleaning and making minor repairs - various lights didn't work, and the back end wiring was bad. Again, the parts car had everything I needed.

Up to now, I had kept the car a secret from the car club I belong to. Our state-wide ODMA show was May 21st, and on Friday, May 20th, I showed up for the caravan up to Staunton, VA in the new 'baby.'

The car was a big hit - a lot of the club members thought I had somehow performed miracles with the \$600 clunker - pretty much everyone was amazed that I had managed to keep the car a secret. As for the trip? The Stude sailed up to Staunton without a hiccup - 235 miles, including Afton Mountain, a very steep, long grade that makes trucks creep and lesser cars sweat. Not the Land Cruiser, however. She rolled up the mountain at 65 like it was a parking lot.

It's been 9 years since I picked up the Studebaker in Richmond, and she has proven to be an amazingly dependable tour car in rain or shine. The 232 V-8 will happily cruise at better than legal speeds, and she usually manages a very respectable 17 MPG.



Almost all of the work done to the car since I got it has been cosmetic. I pulled all the chrome off for a repaint in the original Shenandoah Green in 2005, and also installed a new windshield. Rechromed bumpers and NOS bumper guards brightened up the front and rear, and I even found a reproduction plastic nose for the front 'rocket'. However, she remains a 'driver,' not really good enough for show, but great for enjoying.

The Studebaker has become a familiar site on TRAACA tours and activities, and has been my vehicle of choice for long distance and bad weather. She has also been popular as a special event 'limousine' for friend's weddings, kid's proms, and other activities.



This re-in-car-nation of my first vehicle (see the Editor's Corner in this issue) is an ideal combination of unique styling, drivability, and nostalgia. She's definitely here to stay.

## AACA NATIONAL EVENTS CALENDAR

### APRIL

4-7—AACA Southeastern Spring Meet (NC)

### MAY

4—ODMA Meet (Fredericksburg)

5-10—AACA Founders Tour (AL/TN)

9-11—AACA Central Spring Meet (IN)

30-JUN 1—AACA Eastern Spring Meet (PA)

### JUNE

12-14—AACA Western Tour (CO)

27-29—AACA Grand National Meet (IL)

### JULY

14-19—AACA Vintage Tour (MD)

25-27—AACA Central Fall Meet (TN)

### AUGUST

18-21—AACA Southeastern Tour (NC)

### SEPTEMBER

8-13—AACA Revival Glidden Tour (TN)

19-21—AACA Southeastern Fall Meet (TN)

### OCTOBER

9-12—Hershey/AACA Eastern Fall Meet (PA)

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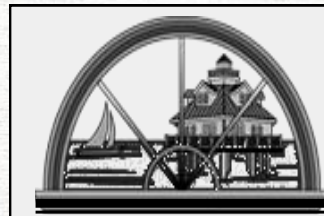
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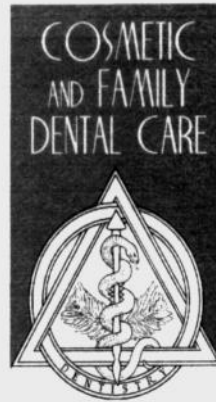
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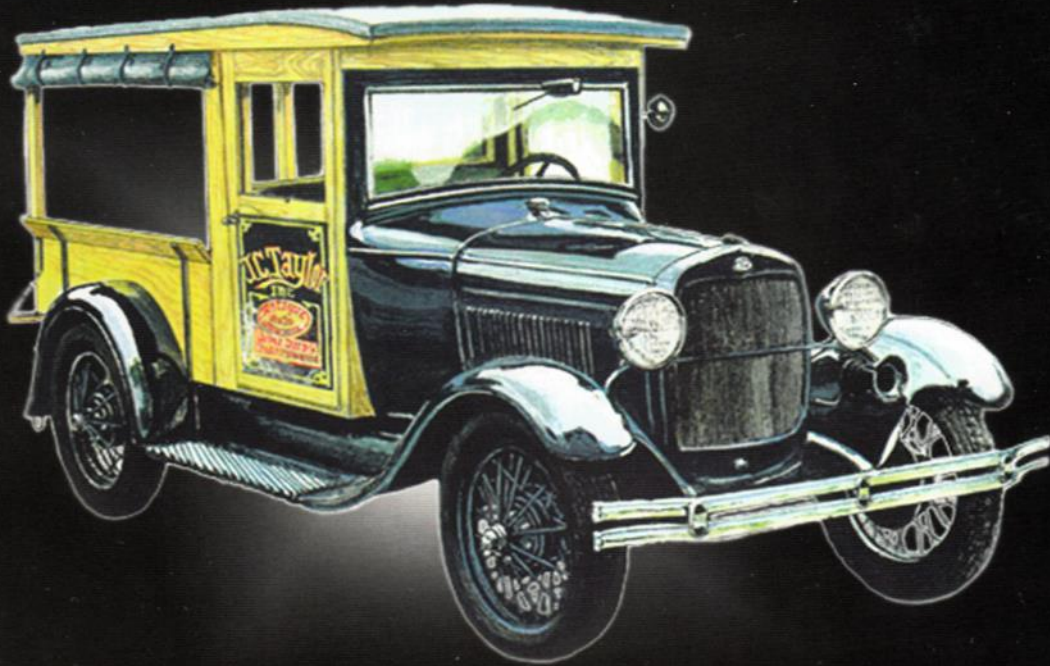
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