

The Mudflap

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

Volume 65, Issue 7

July 2021



AACA Southeastern Spring Charlotte Show April 9—10, 2021 by Dot Parrish

This year the Charlotte Auto Fair was cancelled due to the Covid-19 Pandemic. Several members of the Hornet's Nest Region, and National got busy trying to find us a place to have a car show on April 10th. They chose the Embassy Suites Hotel in Concord, NC with plenty of parking in the back and a place for the trailers. It worked very well. There were 230 cars there and everyone had a great time. It was so good to get to see old acquaintances and new faces. The morning started off with a few showers that did not last long and the rest of the day was fine. They were able to hold two Judging Schools so people could social distance. The awards were handed out on the Show Field, since we could not have an awards banquet. Other TRAACA members at the show were, Bob Stein, Dennis Sobota, Bill Coburn, Tom and Tammy Cox, Dot and Bob Parrish, Terry and Sue Bond, Tony and Leslie Scarpelli. I got real excited when I saw a Corvette pull up in front of the hotel with a trailer hauling a Crosley Hot Shot!

To anyone that had anything to do with putting on this show, you did a great job and a big thanks to you!!

Members receiving a National Award:

Harry Park	Repeat Preservation for a 1970 Chevelle Convertible
Ron Pack	1 st Junior for a 1935 LaSalle Convertible
Cindi and Reggie Nash	1953 Nash Healey Roadster – Repeat Preservation
Donna and Jim Elliott	1 st Junior for a 1992 Cadillac Coupe Deville
Allyn Julien	1 st Junior for a 1933 Chrysler Imperial Convertible
Bill Coburn	Received his 25 th judging credit
Bob Stein	Received his 75 th judging credit
Dan Ciccone	Received his 75 th judging credit



1941 Indian 440-4 motorcycle at the San Diego Automotive Museum in historic Balboa Park in San Diego, CA. Read about the museum and see more photos on Pages 4-7.



TRAACA CALENDAR

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

JULY

- 15— Dinner Meeting Chesapeake Conference Center
- 24— TRAACA Annual Swap Meet 8AM—2 PM Nansemond– Suffolk Academy

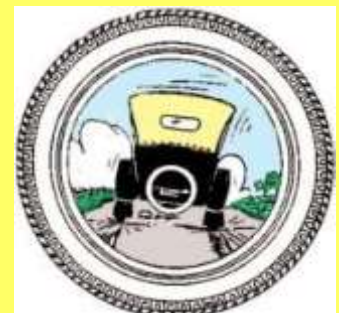
SEPTEMBER

- 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

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



President's Podium

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TRAACA President
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Hello fellow Tidewater Region AACA members. I hope all are well. Summer has arrived and the car hobby is finally awakening from its unexpected slumber. The 2021 Annual Convention (with a Southern twist) and the 67th Annual ODMA Meet were both recently held. Thanks to the efforts of the National Board, the AACA staff, as well as the ODMA leadership team and the Roanoke Valley Region, both events appear to have been very successful. A special thank you to our own Bob Stein for coordinating the TRAACA/HVPR automobile display at the Annual Convention.

July 15th will be our first Monthly Dinner Meeting! Though originally publicized as an Awards and Installation Banquet, it will be a traditional Dinner Meeting. We are moving to the Chesapeake Conference Center at 700 Conference Center Drive in Chesapeake for the July dinner meeting. We do plan to have a guest speaker and I look forward to our first significant 'return to normal' event! Skip will be emailing the menu and collecting RSVPs.

When the Board contacted the Holiday Inn Virginia Beach/Norfolk hotel to inquire about again hosting our dinner meetings, we quickly learned how much has changed since our last meeting. The cost, the availability of wait staff, the hotel's ability to procure food – everything had changed. We also learned that these changes are not unique to the Holiday Inn. The Board had already decided to subsidize some of the costs. However, it quickly became apparent that hosting our meeting at the Holiday Inn was cost prohibitive. Post-pandemic prices have increased significantly and the cost for our dinner meeting would have been \$39.00 plus taxes and a 20% gratuity per plate. For 50 attendees, the Club's portion

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!

(beyond what Members paid) would have been between \$1300 and \$1500. In addition, the menu was reduced from what we had been accustomed to. The hotel has also stated the number of servers would have been significantly less. The Chesapeake Conference Center is a less congested area (though still busy), near a highway, and offers a very attractive venue. As with the Holiday Inn, the menu selection will likely be different from what we experienced in the past but still offers a nice variety. Dinner at the Chesapeake Conference Center will be plated – there will not be a buffet. As a result RSVPs are absolutely required and must be timely – there are no exceptions. Members will continue to pay \$25.00 per plate. The Board would still like at least two volunteers to step forward and participate in working through any changes that may be necessary to our Dinner Meeting format. In addition, those volunteers will assist Skip Patnode with coordinating the meetings and any guest speakers going forward. Please contact me, Skip, or any other Board member to voice your interest – we look forward to speaking with you soon.

Planning and registration for the Annual Swap Meet is well under way. Bill Treadwell is serving as Chair and Jerry Adams is leading registration. The Swap Meet will be held July 24th at Nansemond-Suffolk Academy (NSA). As a reminder, please look for any updates from Bill or Jerry in regards to NSA's COVID-19 guidelines which will supersede all Federal and State guidelines. Currently, NSA requires a face covering over the nose and mouth for everyone on the campus (inside and outside - vaccinated or not). Planning for the Annual Meet, with Bob Stein serving as Chair, is also progressing. The event will be adjusted this year, in part, because of the much shorter time to prepare. The Meet 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). Registration will be \$15 per vehicle and advanced registration is not required. Additional information will be coming soon!

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

2021 TRAACA Officers & Board

President - Wayne Milligan:

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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
June 10, 2021 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

TRAACA Board Meeting

Officer's Present: Tim Hund (Vice President), Fred Cole(Secretary), Tammy Park(Treasurer). Board Members present: Dick Chipchak, Doug Grosz, Jerry Adams, Skip Patnode.

Club members present: Bob Stein, Ellen Adams

Quorum: Board Meeting called to order at 7:15PM.

President: Unable to attend

Vice President: Thanked everyone for coming

Secretary's Report: Minutes posted in the Mudflap

Treasurer's Report: Sent to board members via e-mail

COMMITTEE REPORTS:

Activities:

Swap Meet is on schedule for July 23/24 at the Nansemond-Suffolk Academy. Jerry Adams reported that all notifications have been sent out and some entries have already been received.

Restaurants:

Induction and Awards banquet is tentatively scheduled for July 15, 2021 at the Holiday Inn Greenwich Road.

Membership:

NSTR

Unfinished Business:

Fifty dollar refund received from ODMA due to not being able to get an inside cover ad. Full page ad in the ODMA meet program was purchased.

Square Car Tour route and destination has been finalized. Date selection is pending.

Monthly cruise-in at Doumar's is set for 2nd Saturdays 2 – 4 PM starting July 10.

Jerry Adams has agreed to generate comment cards for use at the dinner meetings.

Still in need of dinner committee members to assist Skip Patnode.

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

Editor: Doug Grosz

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New Business:

Bob Stein has received approval for the annual meet.

It will be held at the Eggleston Corporate Center at 5145 E. Virginia Beach Blvd On September 25, 2021. Registration is \$15.00 and there will be no pre-registration. Only unmodified vehicles 25 years old or older (AAAC eligible) will be registered.

There will not be class judging but there will be a special display of National and Grand National vehicles.

Other Business:

VPCCC Monthly Meeting Report: NSTR

CCCHR Monthly Meeting Report: NSTR

Adjourned at 7:58 PM, next board meeting to be July 8, 2021 at Uno's Janaf Shopping Center Norfolk



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San Diego Automotive Museum—Pt 2

San Diego, CA

Story and Photos by Mark McAlpine.

This is the second of three articles about the San Diego Automotive Museum in historic Balboa Park in San Diego, CA. This article highlights the museum's special Indian Motorcycles and International Motorcycles exhibits. Next month's article is about the special "lowrider" display at the museum—"The Art of Low 'n Slow."

When Marion & I visited the San Diego Automotive Museum in November 2019 (while participating in the 2019 AACA Western Fall Nationals in nearby Fallbrook, CA), we didn't know what to expect but were very pleasantly surprised by the quality of automobiles on display and the friendliness of the staff and volunteers. We visited at a great time—the museum had several special exhibits on display, including an outstanding selection of antique motorcycles in two different displays: Indian Motorcycles and International Motorcycles. Both were outstanding, especially the International Motorcycles exhibition which had the best selection of British motorcycles I've seen. (Terry & Susan Bond and Bob Stein have all visited automotive museums in the United Kingdom, so they may have seen better collections of British motorcycles in their natural habitat, but the ones on display in the San Diego Automotive Museum presented an excellent selection of these great machines and a nice progression of British motorcycle heritage.)

The fourteen British motorcycles on display ranged from a 1912 BSA 2-speed hub motorcycle to a 1974 Triumph Trident 3-cylinder motorcycle. In between was a 1914 Rover Imperial TT motorcycle, a 1927 Flying Scott "Flying Squirrel" motorcycle, a 1930 Velocette "KSS/KTP Special" ("KSS" Super Sport 4-stroke high-performance engine mounted in a

lightweight "KTP" frame), a 1935 Rudge "Ulster Grand Prix" motorcycle, a 1948 AJS 7R 350cc "Boy Racer" racing motorcycle, a 1958 Ariel "Square Four" motorcycle, and several better-known Norton, Triumph, and Vincent motorcycles, built by the same company that built Rover automobiles. Also on display was a 1949 Triumph TR5 Trophy 500—one of three customized for use in the 1974-1984 TV show "Happy Days" and driven by the character Arthur "Fonzie" Fonzarelli—"Aaay!"

The Indian Motorcycle display featured six special bikes: a 1914 Indian C-3 "Big Twin" motorcycle with a factory sidecar, a 1924 Indian Chief, a 1941 Indian 440-4 4-cylinder motorcycle, a 1942 Indian "Army Model 841" shaft-drive motorcycle (only 1,000 were produced), a 1947 Indian Chief motorcycle, and a 1948 Indian Chief with factory sidecar. Other motorcycles on display included a 1965 BMW R69S with a Steib "cucumber" sidecar (nicknamed that because of its appearance) and a 1975 Hercules W-2000 motorcycle with a Wankel rotary engine. (Hercules, a German company, was the first motorcycle manufacturer to market a Wankel-powered motorcycle. Fewer than 2000 W-2000s were made between 1974-1975.) Another interesting motorcycle on display was a 124-cc 1982 Suzuki "High-Mileage Bike," which won the Craig Vetter Fuel Economy Run held at Laguna Seca racetrack in 1983, achieving 256.92 MPG.

If you are ever in southern California, I encourage you to visit the San Diego Automotive Museum. It has a great collection of automobiles and always has other interesting special displays. Its International Motorcycles display runs until May 2024. The Indian Motorcycles display runs until February 2024. (See www.sdautomuseum.org for more info.)



1948 Indian Chief motorcycle and sidecar—the sidecar had its own brake to help stop the combined weight of 800 lbs plus driver & passenger



1910 Fabrique Nationale (FN) de Herstal motorcycle



1912 BSA 2-speed hub motorcycle



1914 Rover Imperial TT motorcycle



1914 Indian C3 "Big Twin" motorcycle and factory sidecar



1916 Harley-Davidson "Silent Gray Fellow"—completely original



1924 Indian Chief motorcycle



1927 Flying Scott "Flying Squirrel" motorcycle



1928 Guzzi Falcon motorcycle



1930 Terrot LPP Polulaire 175 motorcycle



1930 Velocette "KSS/KTP Special" motorcycle



1935 Rudge "Ulster Grand Prix" motorcycle



1938 Harley-Davidson 61 EL "Knucklehead" motorcycle



1942 WLA Harley-Davidson motorcycle



1949 Norton Manx motorcycle



1950 Vincent Rapide Series C motorcycle



1951 Vincent Black Shadow motorcycle



1958 Ariel "Square Four" motorcycle



1965 BMW R69S motorcycle and Steib "cucumber" sidecar



1969 Norton Commando motorcycle



1975 Hercules W-2000 motorcycle (with a Wankel rotary engine)



1949 Triumph TR5 Trophy 500 Custom motorcycle—one of three used in the filming of the classic TV comedy show "Happy Days"



Still Collecting – bells, whistles and other noisemakers

By Terry Bond

. In a previous column on brass for early automobiles, I touched on horns. I'm now going to expand on that topic and include a few other "noisemaking" warning devices that were used on early automobiles.

Let's start with that well-known "gong" known as a Bermuda Bell.



An example of an original antique "Bermuda

The Bermuda Bell is a large round bell that mounts under an automobile's floorboard and is operated with a foot plunger. It provides a "ding-dong" sound that signals an approaching car.

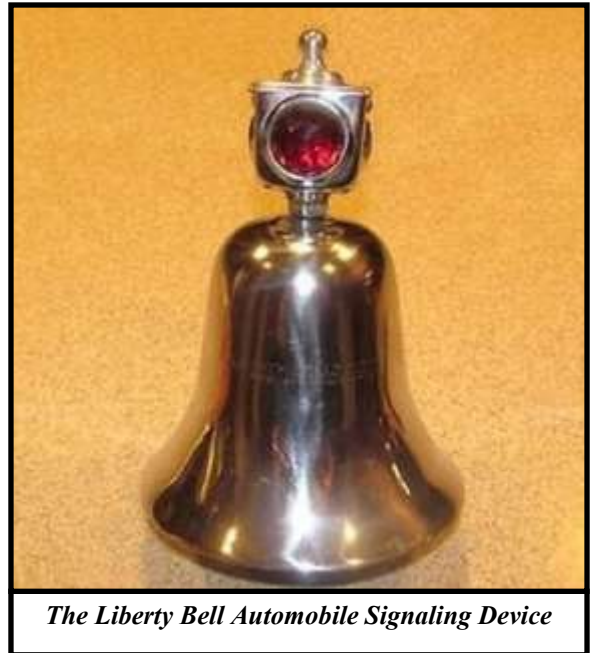
The name comes from their common use in Bermuda, where the roads are narrow and winding, and where automobiles were not permitted until 1948. Prior to then, only horse-drawn vehicles were used. These bells were popular for warning pedestrians of approaching vehicles. Their sound was soft and somewhat pleasing (from a distance).

These bells, long before they were associated with Bermuda, were adopted for use on many early vehicles, particularly the nearly silent steam and electric cars that were so popular in cities at the turn of the century.

The "Bermuda Bell" has been produced for many years. Original old bells were cast bronze and had a nicely embossed top giving their manufacturers information. They were usually nickel plated.

Later reproductions have been made in spun aluminum. Naturally, the sound is quite a bit different, and they are much lighter and without any embossing on them. Most were probably made overseas.

This unique device mounted onto a radiator cap. It is "the Liberty Bell automobile signaling device." It was created by Christian Reinker of Cleveland, Ohio and was patented in 1908. Additional patents were granted in 1915 and 1917. A lighted top showed both red and green lens that were activated by a dashboard mounted switch. Pushing in on another electrical switch would make the bell chime. Its complex electromagnetic ringer did not fare well in a damp atmosphere however.



The Liberty Bell Automobile Signaling Device

While warning signals originated with cyclists and horse-drawn vehicles, such devices on automobiles were one of the first things mandated by law in the early 1900s when the automobile was in its infancy. Early laws not only required an automobile to be preceded by a boy waving a red flag, but he must also be blowing a horn – as if the noise of an early vehicle wouldn't be enough!

Initially, automobile horns were more like the small trumpets blown by coachmen. They were actually operated by blowing through them.



Early coachman's trumpet as used by motorists at the turn of the century.



An early illustration of a steam-powered vehicle showing a trumpet used as a warning signal.

tique gun show. The vendor thought it was a civil-war era band instrument! You never know when you'll find great automobilia!



Four-trumpet horn from my own collection. A rare early example.

Many ingenious devices were used over the years, some louder and more obnoxious than others.

Steam powered automobiles often used whistles that were steam powered-like locomotives. For gasoline powered automobiles, whistles were used that incorporated a separate valve that would divert exhaust gasses, controlled by a hand lever or a foot pedal.

An advertisement for an early Exhaust whistle.

The Aermore exhaust horn was the most popular type of accessory exhaust whistle. It was originally patented in 1911 by the William Stevens Company in Chicago. It was trademarked as the "Aermore Ex-

For early bicyclists, all kinds of bells, whistles, and trumpet-style instruments had long been available to warn pedestrians. After-all, a collision between a cyclist and a pedestrian, was equally as damaging to both.

Trumpet-like warning horns soon became quite elaborate, and some had multiple bells and moving valves so varying tones could be sounded. Many had their multiple bells individually tuned to produce a harmonious sound. The majority of these were produced in Europe and imported into the USA.

This wonderful early motorist's trumpet from my own collection may never have been used. It was made in France in the 1890s or early 1900s. It has four trumpets and a single valve to change the tone. Notice it has a wooden mouthpiece rather than a squeeze bulb as would be found on later examples. It gives off a wonderful tone that changes pitch when the control valve is pressed. It was found at an an-

haust Horn” and has been made by many different companies over the years as the patent has been sold several times.

These types of “Exhaust Whistles” are still produced today as novelty items for use in parades. Modern replicas still bearing the “Aermore” name can be purchased from Model T and A parts suppliers.

Exhaust whistles could be bought in many types and configurations. The tube style whistles could be bought with a single tube or up to ten – each one producing a different tone. An interesting side-note about exhaust whistles is they were just as popular on tractors as they were on automobiles.



An example of an Aermore type exhaust whistle showing mounting hardware.



End caps of the brass tubes showing manufacturer info. This Aermore horn was made by the Fulton Co. Milwaukee.

The Jubilee was manufactured by the Randal Faichney Company in Boston, MA, a well-known producer of many different early automobile accessories, including spark plugs. The whistle’s “lid” can be con-

trolled with a chain operated lever mounted on the dashboard. Volume and tone can be changed by opening that lid.

This Jubilee whistle was among the loudest exhaust whistle available.



The Jubilee brand whistle.

The Randall-Faichney Company also produced the Jericho Motor Signal, a similar type of exhaust horn. Originally done in brass, this whistle was produced later in cast aluminum. It just doesn’t sound the same



Advertisement for the Jericho Motor Signal.

The most amazing of all the exhaust whistles was the Gabriel. This was a whistle that was actually operated with a small keyboard so you could actually play a tune using it.



A ten-tube Gabriel exhaust whistle complete with keyboard and instruction sheet.

Below is a picture of a Gabriel ten-tube horn mounted on a 1913 Rolls Royce, I had the pleasure of seeing this car (and horn in operation) on an AACA Reliability tour in New York a few years ago.



1913 Rolls Royce with Gabriel Horn



Close-up showing details of the horn mounting and the complex control system.

.Although certainly not as elaborate, but closely related were “explosion whistles.” These became known as “wolf-whistles” and have long been popular for use in parades. Like many other whistles, they are controlled by a foot pedal or dash mounted lever. Jerking the chain will produce an interesting sound!

Copies of this type of whistle are still available today.



Advertisement for the Buell explosion whistle.

In America, there seemed to be a preference for bells and chimes at the turn of the century, however the squeeze-bulb style of horn originally used mainly by cyclists in France quickly caught on. It was relatively quiet, yet provided a uniquely piercing sound. Eventually, the public became accustomed to the almost universal sound of the “honk-honk” sound if a squeeze bulb horn.

By 1910, Lucas in England had begun marketing an electrically operated horn. While slow to gain popularity, electrically operated horns would soon become the most commonly found warning signal devices used on automobiles. The Bermuda Bells, exhaust and explosion whistles, and other similar devices were quickly relegated to mere novelty status.

Over the years, thousands of different types of warning signal devices have been produced for use on automobiles – giving collectors ample opportunity to accumulate a variety of interesting noise-makers.

I last covered brass automobile horns back in 2014, and since then I have acquired a few interesting items for my collection, so a revised article on them is in the works. Who knows what may turn up at Hershey this year!

Until next time, enjoy the photos, Terry the history and your collecting.

ODMA Meet in Natural Bridge, VA

Story by Dot Parrish

Pictures by Marty Sugermeyer



The ODMA (Old Dominion Meet Association) meet was held in Natural Bridge, VA June 11th and 12th, 2021. This meet was rescheduled from 2020 while we were all hunkered down from the Corona Virus for over a year. Thank goodness things have relaxed a little and we were actually able to be near other people without wearing a mask if you have received both your shots for Covid-19. It is a VA law that you cannot wear masks in public. Since everyone had to wear one, nobody got arrested.

Leaving on Friday, it was a pretty miserable day in the rain and the wonderful curves on the mountain roads. The sign said about 4.6 miles of bad curves ahead. That was an under -statement. It felt like at least 10 miles and we met an 18 wheeler on one of the really bad curves. YIKES!!! That night we were supposed to go to Hull's Drive -In for a movie and dinner. It was so bad, we opted out and decided to go to Applebees where we waited for 1 hour to be seated. Not that they did not have seats, they just did not have the help in there. We had Tammy and Harry Park and Sandy and Richard Hall with us. We heard there were only about 25 cars that showed up for the movie. At least we were dry waiting for a table.

Saturday morning when we woke up it was dry, a little cloudy, but not raining. Later in the day the sun came out and it got warm. The show field was pretty dry except in the middle of the field and we were calling it Lake ODMA. There were 72 cars that had pre-registered, but there were several no-shows because of Friday's monsoon. It was a nice show and the banquet Saturday night was outstanding. Food was delicious. Many awards were given out. Marty and Neil were celebrating their 50th wedding anniversary that day. Happy Anniversary, Marty & Neil. Don't know of any other place you would have been happier than attending a car show.



Happy 50th Wedding Anniversary Marty and Neil.



Bill Treadwell's 1969 Camaro



Brass Era car's on the show field



Chris Hunt's 1973 Plymouth Scamp



Neil and Marty's 1965 Rambler Classic



Tony and Leslie Scarpelli's 1956 Chrysler New Yorker



Reggie and Cindi Nash and their 1951 Nash Healy



Jim Elliott's 1931 Chevrolet AE Independence Roadster



Harry and Tammy Park's 1970 Chevelle SS



Sam Kern's 1942 Ford Jeep GWP



Dot Parrish adding scores at the Judges Table



Neil at the Judge's Table



ACA Eastern Divisional Tour

Story and photos by Terry Bond

All good things in time – and such was the case with the Eastern Divisional Tour, hosted jointly by the Eastern Shore and Bay Country Regions of ACA. Postponed from 2020, we eagerly anticipated the return to our old “stomping grounds.” When we lived in the DC and Baltimore areas years ago, Susan and I had explored the areas around Cambridge and St. Michaels, Maryland, and it remains one of our favorite places.



St. Michaels Maritime Museum.

We were joined on tour by fellow Tidewater Region members Bill Wilcox, Robyn Burnham with a modern vehicle, Tony Scarpelli with his 1962 Chrysler, Ken and Barbara Talley in their 1955 Buick, and Jere and Carol Avenson in their 1954 Packard. Susan and I drove the 1974 MGBGT.

We arrived early enough for Wednesday’s first event to allow time enjoying a lunch at one of our favorite seafood restaurants – the legendary Crab Claw, in St. Michaels, Md.



Crab Claw restaurant, St. Michaels, Md.

That afternoon, we spent time riding on a working Skipjack. The owner, a working oysterman, gave us

an excellent tour, at times with sails unfurled to catch light afternoon breezes. We learned a lot about the ecology and history of the Chesapeake Bay, boat building, the history of the unique Skipjack oyster boats, and about those delicious bi-valves themselves.



We finished the afternoon with a visit to a downtown museum in Cambridge where we learned more about the history of boat-building in the bay.



1948 Mercury convertible.

That evening – dinner was of course sea food with a great crab-cake dinner at the Portside restaurant, right on the waterfront. Out outside seating on the deck was perfect for the occasion. We saved room for freshly picked strawberries at a social hour and official tour opening that evening.

Thursday was an early start to a full day of adventure that began at the Yacht Maintenance Boatyard. We got an inside tour and the chance to see boats of all sizes and types being repaired. Everything from Tug-boats, to impressive yachts and small sail-boats was there. It was fascinating to see an Italian-made yacht lifted from the water for restoration. The elegant 1955 wooden yacht will get a full restoration there and once again, will make trans-Atlantic luxury voyages. It takes a lot of space and sometimes big tools to work on them. Be thankful our antique cars will fit into much smaller spaces and require much less expensive equipment and parts!



1969 Camaro SS, first time toured since receiving numerous AACA awards.

From there, we motored on to soak up more local history. The Harriet Tubman Museum and welcome center provided us with background on the underground-railroad and Harriet Tubman's contributions to freeing slaves from that area. A short drive through some of the area's back-roads to Hooper's Island to our destination – Old Salty's restaurant for another fantastic meal – crab cakes for me of course!

Following lunch, we toured the Blackwater National Wildlife Refuge. Once again, the education we got on how a wildlife refuge is managed and operated was amazing. So much we never knew! An afternoon drive through the refuge gave us a close-up look at the area. The tour book said "dinner –your choice" that evening, and our choice will always be sea-food when in this area!



Susan's MGB and Tony's 1962 Imperial at Old Salty's lunch stop.

Friday morning we had the chance to tour a sea-food processing warehouse – Kool Ice.



After a brief education about crabs, we had a chance to see where all that delicious meat comes from. We got to see bushels of fresh caught blue crabs steamed and picked by hand. Professional pickers can pull up to 25lbs of crab meat from those crabs in an 8 hour workday.





This is how you pick-em!

We watched one 91 year old gentleman cracking open nothing but claws. One whack with a sharp knife opened them up, and in an instant, the meat was tossed into a plastic 1lb tub, ready to be sealed for resale. Every blow with that knife was precisely delivered in the exact spot with the right amount of force. It was like watching a machine. Not sure I could do that for 8 hours without hacking off my thumb!



A 91 year old expert!

A short distance away, we spent a long time at the Cambridge Historical Society museum complex, including the LaGrange Plantation house. The restored and fully furnished house, and artifact-filled museum buildings were fascinating.

From there, we traveled back to St. Michaels for a visit to the Classic Car Museum there. Much to our surprise, right inside the front door was a Morris 8 tourer – the open topped version of our 1935 Morris 8 Sedan! The tourer was for sale but closer inspection revealed a well-worn fix-up that probably was incorrectly dated. There were parts that were from an earlier car, and some from a later car. No, ours does not need a stable-mate! The museum itself was

great and contained a variety of cars from the brass age to muscle cars.



This 1937 Morris 8 is very similar to our 1935!



1929 Cord L-29.



1928 Packard.

A short walk away, we enjoyed a wonderful lunch at the Union United Methodist Church in downtown St. Michaels. The food was home-cooked and included of course – crab-cakes!

The afternoon was available for exploring St. Michaels with its many quaint shops, but Susan and I had already arranged to depart early to get back to

Williamsburg for the AACA Annual Convention there the next day.

We missed a few other stops along the tour including a ride on the Oxford/Bellevue Ferry, and a Saturday farewell luncheon with a ride on a Paddle Wheeler. On our way out of town, we bypassed a great looking antique mall that deserves a big X on the map for a return visit.

We were so full of crab-cakes that dinner that evening was cheese, crackers and a glass of wine when we got home!

This was a trip we were anxious for. We thought we knew it well, but it proved to be one of the most fascinating and educational tours we've ever been on. I'm sure the others touring with us will agree.

If you've not already had the AACA Touring experience, take a look at the calendar and plan your next "vacation" to include one. Whether it's the smaller 3 or 4-day Divisional Tour or a longer 5-day tour (Sentimental, Founders, Vintage, or Reliability), you'll see places and things you never imagined. You'll enjoy behind-the-scenes looks at historic sites not always open to the public, beautiful gardens, take boat rides, and eat like there is no tomorrow! Best of all, you'll get to meet great people along the way.



Terry



Where Have All The Junkyards Gone?

By Don Barlup VP - National HQ & Library

Reprinted with permission from the AACA— Spring 2021 Rummage Box

When I first got involved in the hobby in 1971, (I still have my first antique car, a 1940 Pontiac 50 years later.) junkyards were everywhere. I spent many an afternoon visiting my favorite yards, looking for treasures for that car. It was a plain Jane 4-door sedan with the only option being an under seat heater. It was sold new by N. E. Black Pontiac/Buick in New Bloomfield, PA to Earl Rempher, a local farmer, who had problems driving in and backing out of his small 1-car garage. All four fenders were a testament to his lack of driving ability. Hap Gemmel's Salvage Yard, outside of York, PA was a gold mine. It covered both sides of a country road and had many classics and convertibles resting peacefully in the woods. He had no less than a dozen 40 Pontiacs in various stages of decay. A radio from one, a cigar lighter from another, a clock from another, etc. My plain Jane car soon became a well optioned ride! The barn on the property was full of cars, trucks, and an assorted disarray of parts. You literally walked over parts to get to parts. Hap, short for Harold, was a character who would rival any junkyard dog with his green and white checkered pants and red and white striped shirt (yes, both worn at the same time) he was a sight to behold. In the upper level of the barn sat a long forgotten early solid tire truck covered with all sorts of car parts. You could easily have walked past it. I didn't! Turns out it was a 1914 Hahn Huckster truck, which I still own. Hap named a price, I countered. Hap liked to flip coins – yes, I lost, but would have paid his price anyway. Both Hap and the yard are long gone, but my memories of those frequent treks through that yard seem like yesterday. A housing development now sits on that hallowed ground. That is where all the junkyards have gone!



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in July

- Dickie & Becky Clifton
- Jim & Donna Elliott
- George & Sheila Gurnee
- William Hampton & Carlane Pittman-Hampton
- Dana & Debbie Meadows
- Tony & Leslie Scarpelli
- Vito & Nina Serrone
- Jim & Betty Villers
- Gregg & Candice Warden
- James & Becky Woodall
- Bob & Susan Woolfitt

Sunshine Report

No new member cares

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

Members celebrating birthdays in July

- Mark Anthony
- Dorothy "Dot" Burr
- Jack Burroughs
- Linda Cooper
- Thomas England
- Nancy Garnett
- James Gregg
- Douglas Grosz
- Chuck Handle
- Daniel Hawk
- Jon Hunger
- Bob Kinker
- Marion McAlpine
- Joanne McKain
- Diane Monroe
- Sylvia Roughton
- Bill Saddler
- Leslie Scarpelli
- Tony Scarpelli
- Nina Serrone
- Harold Via, Jr.
- Betty Villers
- Timothy Warden

Welcome to Our New Members!

None this month



Other Regional and Local Events

JULY 2021

- 9-11 Carlisle Chrysler Nationals
Carlisle, PA
- 17 CHKD/Walmart Charity Car, Truck, and Slingshot Show
Suffolk, VA
- 31 Auto & Mil. Vehicle Car Show
Williamsburg, VA

AUGUST 2021

- 6-8 Carlisle Truck Nationals
Carlisle, PA
- 6-8 Das Awkscht Fescht
Macungie, PA
- 26-28 Corvettes at Carlisle
Carlisle, PA

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



Lemonade Out of Lemons in a Crazy 2020

By Chuck Crane, VP Judging, fliver-way@gmail.com

Reprinted with permission from the AACA— The Judge February 2021 Number 159

Greetings to everyone as we enter our 2021 AACA judging season. Thanks to all of you who participated in 2020 judging starting with the Winter Nationals in Miami in February and ending with the Special Fall Nationals in Gettysburg in November. The time in between was really crazy with lockdowns, cancellations, conflicting instructions from all kinds of sources, etc. AACA and its members should feel proud that we showed our hobby that with enough creativity and determination we were able to hold two very successful national shows during the pandemic. Those two shows provided bright spots for many in an otherwise dismal year. You, our judges, made lemonade out of the lemons we were handed and did your jobs well even with very different procedures required because of COVID-19. I answered more than 175 requests for judging information since many of our members spent more time in their garages than behind the wheel this past year and wanted feedback on their efforts. There were a few red angry faces as is normal, but the vast majority of the letters I received expressed their thanks for all the efforts and professionalism of our judging teams. Looking forward into 2021, we are not out of the woods yet as some of the events we look forward to like the Annual Convention in Philadelphia have been moved forward on the calendar, but all of us are doing as well as we can. I for one miss working with all of you in person and seeing the restoration work that our members are presenting to us as judges. Zoom meetings and looking at Jay Leno's Garage on the tube just doesn't fill the bill. We have a full slate of events scheduled this year from tours to Nationals, and I look forward to seeing each of you in person at some point. I can truthfully say that I learn something new about our wonderful hobby each time I see our members' vehicles, participate in CJE's, and work with our judges on the field. I would ask that each of us try to recruit a fellow member to join our judging community this year as our ranks are thinning as we age. See you on the show field this year!



AACA Calendar of Events

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

JULY 2021

1-3 AACA Central Spring Nat'l's
Auburn, IN

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

22-24 AACA Grand Nationals
New Ulm, MN

AUGUST 2021

13-14 AACA Western Fall Nat'l's
Loveland, CO

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 Nat'l'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 Nat'l'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

Photo's from a Tour of Jim Elliott's garage at the AACA National Convention in Williamsburg.

Welcome to July and summer. Well things are finally getting back to normal. We have a dinner meeting scheduled this month and we can start enjoying each other's company again.

June saw Ken Packard and myself receiving the Master Editor Award for 2020 for the Mudflap. Thank you Ken for your part in this, and thank you to each of our writer's for excellent articles about the AACA and TRAACA activities. We couldn't have done it without you. Bob Stein also earned his 21 Master Webmaster Award for the website and the weekly Mudspeck. Awesome job Bob.

Please look at the activities calendar with the dinner meeting and Swap Meet occurring this month. Check your email for an update that was sent on June 30th about an update to the Swap Meet and COVID mask requirement change.

I hope you all enjoy the 4th of July holiday that is upcoming and our freedom. See you soon.

Doug



1932 Chevrolet BA Confederate Sedan Delivery



1973 Cadillac Limousine used by First Lady Patricia Nixon



1903 Cadillac Model A



1966 Corvair Monza Convertible





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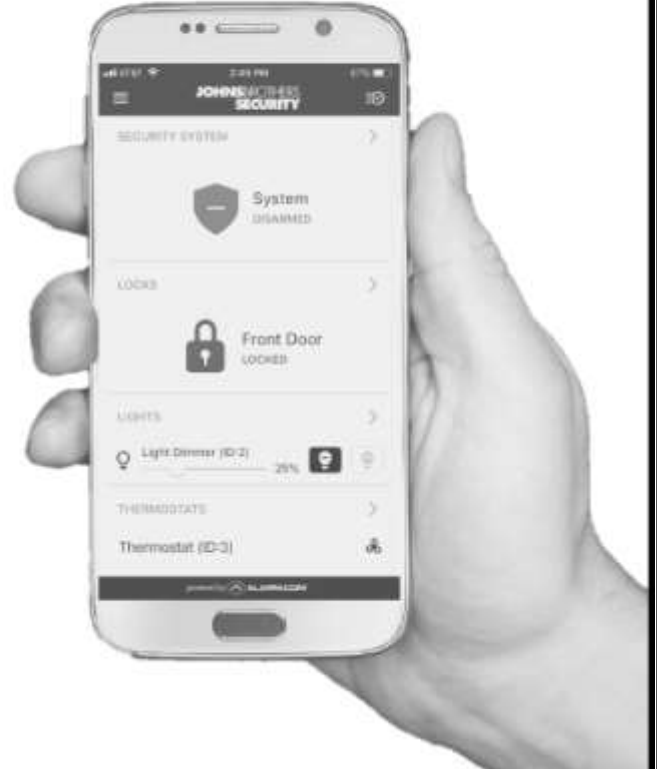
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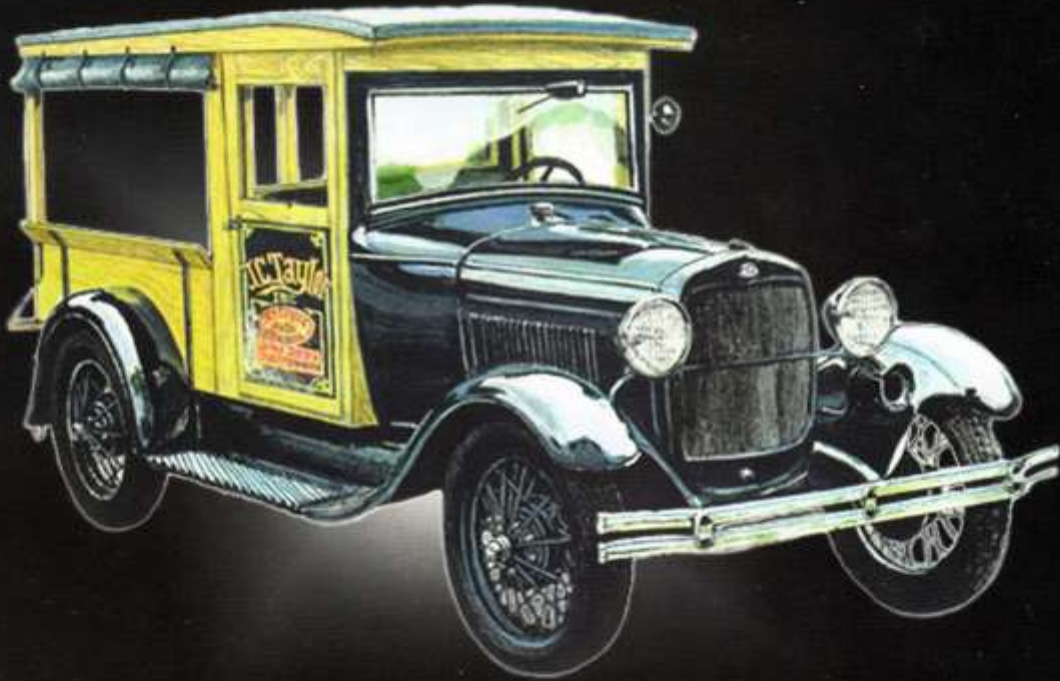
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TRAACA *The Mudflap*
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1947 Indian Chief at the San Diego Automotive Museum in historic Balboa Park, San Diego, CA