

The Mudflap

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

Volume 60, Issue 8

August 2016



TRAACA Garage Tours Saturday, August 20, 2016

Want to see some great cars? Join your fellow TRAACA members on Saturday, August 20th, for a tour of three members' garages and a visit to another local car collector's garage. We'll get to see some classic Chrysler Airflows, Duesenbergs, Franklins, Packards, Woodies, other neat vehicles like a rare 1910 Alliance, and some classic muscle cars. We'll begin the day by meeting in the parking lot of the Cracker Barrel restaurant at 4700 Portsmouth Blvd in Chesapeake (off the I-664 Portsmouth Blvd exit), with a planned departure time of 9:00 AM.

Our first stop will be at Dwight & Jane Schaubachs' garage in Suffolk at 9:30 AM where we'll have the opportunity to view their 25+ car collection and enjoy coffee, water, and donuts. At 10:30 AM we'll depart for

John & Lynn Heimerls' garage in Suffolk, where we'll view their 12-car collection. We'll depart the Heimerls' at 11:30 AM to enjoy a hearty lunch at regional favorite Smithfield Station in Suffolk from 12:00–1:15 PM. After lunch we'll drive to Ron & Tina Packs' garage and view their 6-car collection from 1:30–2:15. Our last stop will be at Lewis Little's garage to view his 20-car collection. Our tour should wrap up around 3:30 PM.

So join us on Saturday, August 20, for what will be a fun & interesting activity! If you plan to participate, please let Matt Doscher know (vlw78@hotmail.com) so we can provide Smithfield Station an approximate number for lunch. If your plans change & you can join us—show up. There's always room for two more!



CAUGHT IN THE HEADLIGHTS—Liz & Bill Coburn with their 1985 Chevrolet Camaro. Read the story on Page 12.



TRAACA CALENDAR

Check local.aaca.org/tidewater for the latest info on upcoming events!

AUGUST 2016

- 3** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 18** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 20** Tour of Members' Garages
Suffolk, VA
- 27** TRAACA Judging Seminar
Chesapeake, VA
- 27** TRAACA Ice Cream Run
Doumar's BBQ, Norfolk, VA

SEPTEMBER 2016

- 6** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 10** TRAACA visit to
Bill Thumel's car collection
Virginia Beach, VA
- 15** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 17** TRAACA Ice Cream Run
Doumar's BBQ, Norfolk, VA
- 24** TRAACA 43rd Annual Meet
Military Aviation Museum
Virginia Beach, VA
No Friday Night Social this year

OCTOBER 2016

- 5** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 14** TRAACA Fall Tour
- 15** Solomons Island, MD
- 20** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 22** TRAACA Drive-In Movie Nite
Portsmouth, VA

NOVEMBER 2016

- 1** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport

From the Driver's Seat

Jim Villers
TRAACA President
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Gosh it is HOT. With the temperature in the nineties and the humidity at very unpleasant levels, it is a time to spend a little quality time in an air-conditioned garage. Fortunately, I have a window A/C unit in my garage that cools it enough to be comfortable. In some aspects, the weather is a blessing as it is too hot for yard work and the outdoor maintenance projects that need to be done before winter are being postponed. So my cars are getting the attention they deserve.

I mentioned last month that Terry Bond was looking for someone to become his partner in next year's Swap Meet so that there can be a smooth transition to new leadership for future meets. Andrew Sitar met with Terry and will work with him on next year's meet. Thanks Andrew for stepping up and volunteering.

Tony Scarpelli, our Annual Meet Chairman, has been working to make this year's meet a little different and special. He routinely asks the swing dancers to perform and have other items of entertainment or interest. This year, Dan Short, of FantomWorks, responded positively to Tony's invitation and Dan will give a presentation on "Purchasing a Muscle Car." As most of you know, "FantomWorks" with Dan Short is also a television show with national distribution. It is rumored that a television crew may be at our meet this year to record Dan and our meet for a future "FantomWorks" episode. This could be an interesting opportunity to nationally showcase AACA vehicles.

Even with the hot weather, members turned out on Saturday, July 23rd, for a tour of Kyle Yocum's Signature Hot Rods shop in Suffolk. Don't let the name of his shop give you the wrong impression, his shop is a high-end coach-building facility. He fabricates metal into impressive vehicles. The variety of cars in his shop go from a 1928 Stutz "custom roadster" (customized in 1950 to a uniquely beautiful car), a stock 1955 Ford Thunderbird that has a front fender that was fabricated from scratch, a Toyota Supra "tuner car" with an 800-horsepower engine where Kyle expanded the body to gracefully enclose the exceptionally wide tires, to a fully custom hot rod where each body panel has been individually crafted. If you missed this tour, you missed some of the best craftsmanship I have seen in this area. Kyle's work is exceptional.

I also want to thank Linda Pellerin and Sandy Hall for setting up the tour of the Chesapeake Bay Bridge-Tunnel on Friday, July 15th. What a difference to walk in the ventilation duct above the roadway and view the cars streaming below through the ventilation slits. There were large ventilation fans, a row of electrical switch cabinets, and a control room with video cameras that could monitor the entire facility. It was a very interesting tour.

I would like to make one more observation of our new call tree system. Skip Patnode, our Call Tree Chairman, compiled the June reservation list on his laptop while traveling in the west, then he compiled the July list on his laptop while in the hospital following a joint replacement. I hope that he can compile this month's list from the comfort of his home. Skip, thanks for your dedication to the club!

So much to do, so little time; let's have fun; it's an old car kind of day!

Jim

2016 TRAACA Officers & Board

President - Jim Villers: 190sljim@cox.net
Vice President - Mark McAlpine:
mmmcalpine05@msn.com
Secretary - Julie Hobbs
Treasurer - Marion McAlpine
Board - Matt Doscher
Board - Wayne Milligan
Board - Skip Patnode
Board - Bill Treadwell
President Emeritus - Wes Neal

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

Call Captain's Corner

Chief Contact Captain: Skip Patnode
skippatnode@cox.net / (757) 672-8495

We have changed how we contact members to obtain their RSVPs for the monthly dinner meeting. To cut down on the work load, you will now be contacted via e-mail. (Members without e-mail will continue to be contacted by phone.) Please respond to Skip Patnode's monthly e-mail by the requested date and let him know whether or not you will be attending (yes or no) and how many will be attending. **It is critical that you respond to these e-mails** so we can let the hotel know how many people will be attending & they can prepare enough food. Thank you for your cooperation!

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From the Running Board

July 12, 2016 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

Officers present: Jim Villers (President), Mark McAlpine (Vice President), Marion McAlpine (Treasurer), and Julie Hobbs (Secretary). Board members present: Matt Doscher, Wayne Milligan, Skip Patnode, and Bill Treadwell. Members present: Frank Lagana and Linda Treadwell.

Quorum: A quorum was determined present and the meeting called to order by Jim Villers at 6:35 PM.

June Minutes: Were reviewed by the entire Board and approved on 24 June 2016.

Treasurer's Report: Presented in printed form to all members present, read & discussed by Marion McAlpine.

2016 Wings and Wheels Show: The club will host a Judging Seminar in advance of the meet. Dewey Milligan volunteered to host the seminar at his garage in Chesapeake. Wayne Milligan volunteered to coordinate possible dates for the seminar with his father. Mark McAlpine volunteered to chair the seminar.

Old Dominion Meet Association (ODMA): The second deposit for the 2017 ODMA Meet is due to the Founders Inn this month.

Activity Committee:

- Matt reported that the Friday, July 15, 2016, Chesapeake Bay Bridge-Tunnel tour has a full capacity of participants. Participants are to be at the Toll Plaza Office between 1130-1145 AM to get their passes. Lunch will be at the Grill on the Bridge, and the presentation and tour will follow.
- July 23, 2016: There will be a tour of Kyle Yocum's Signature Hot Rods garage, followed by lunch at the Virginia Dinner, and then on to Moss Motors in Petersburg, VA, for a tour.
- July 30, 2016: Ice Cream Social will be held at 7 P.M. at Doumars in Norfolk.
- August 30, 2016: There will be a tour of garages in Suffolk and Smithfield. The participants will meet at the Cracker Barrel restaurant located at the Portsmouth Blvd exit of I-664 in Chesapeake at 9:00 AM. The tour will begin at Dwight Schaubach's garage at 9:30 AM to view his collection of 25+ cars and enjoy coffee, water, and doughnuts. The next stop will be John Heimerl's garage to view his 12-car collection. Lunch will be shared at the Smithfield Station restaurant in Smithfield from 12:00 PM—1:15 PM, then move to Ron Pack's house garage from 1:30—2:15 PM. The final stop will be from 2:15—3:30 PM at Lewis Little's garage to view his 20-car collection.

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Restaurants:

- The next monthly dinner meeting will be July 21, 2016, at the Holiday Inn—Norfolk Airport.

Membership Status: President Villers reported that the membership stands at 168 as of June 30, 2016. Dennis Sobota is a returning member and Dennis Hennesey is a new member (with a 1977 MGB).

Unfinished Business:

- National Night Out is on Tuesday, 2 August. Cars have been requested for events in Norfolk and Virginia Beach. (Bill Treadwell will provide more info.)
- At Bob Parrish's request, a letter was sent to the AACA National requesting that the charter be withdrawn for the Tidewater Community College (TCC) Chapter.
- The draft of the Awards Manual was provided to the President for an initial review.

New Business: Jim Villers announced that Terry Bond has asked to step down from the position of Chairman of the Swap Meet effective as of 2018. Andrew Sitar will be working with Terry in 2017 as his assistant and possible replacement.

Other Business: None.

There being no other business, President Villers called for a motion to adjourn at 6:55 PM. Motion was made by Matt Doscher and seconded by Skip Patnode.

The next TRAACA Board Meeting will be Wednesday, August 3, 2016, at the Holiday Inn—Norfolk Airport.

Respectfully submitted by Julia Hobbs, Secretary

TRAACA August Dinner Meeting Thursday, August 18, 2016

This month's dinner meeting is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA 23502. Social hour begins at 6:00 PM and dinner is at 7:00 PM. Dinner will be Chicken Parmesan, lasagna, house salad, roasted red potatoes, vegetable medley, and chef's choice of dessert. Our guest speaker is Nancy D. Sheppard, author of the book "The Airship Roma Disaster in Hampton Roads." The airship Roma crashed & erupted into a ball of fire in 1922 and claimed the lives of the 34 men aboard. The Roma, an experimental airship, was stationed at Langley Field.

Please remember that if you sign up for a club dinner, you are committed to paying for it whether or not you attend. Thank you very much for your understanding and cooperation.



TRAACA Chesapeake Bay Bridge-Tunnel Tour Friday, July 15, 2016

Story by Sandy Hall. Photos by Mark McAlpine and Linda Pellerin.

How many times have you driven across the 20-mile long Chesapeake Bay Bridge-Tunnel (CBBT) without giving a passing thought as to what makes it tick? I know I have never given it much thought. On July 15, many TRAACA members were given the chance to learn more by receiving a guided behind-the-scenes tour.

We started the tour by enjoying lunch at the Virginia Originals restaurant, CBBT's Island One—the southern-most island, where the food was good and we could also enjoy a view of the water through the wall of glass. Jeff Holland, the Executive Director of the CBBT, gave a presentation regarding the history and certain facts as to one man's vision of the tunnel and how his vision became a reality. Before the CBBT was built, it took 7-9 hours to cross roundtrip from Cape Charles to Little Creek on the ferry. The original CBBT crossing took 42 months to complete and opened in April 1964. The parallel bridge crossings (feeding into the existing tunnels) expanding the facility into four lanes was completed in April 1999. Interesting enough, unlike the Downtown and Midtown Tunnels, the CBBT has no flood gates—the entrances to the tunnels are on four manmade islands built 30 feet above the water.

The day of our tour—July 15—was a big day for the CBBT inasmuch as bids were opened for construction of a new tunnel parallel to the existing Thimble Shoal Channel Tunnel. The lowest bid of the three revised competing bids presented was from Dragados USA and Schiavone Construction Company LLC, and was \$756 million (down from its previous bid of almost \$1.1 billion—quite a savings). Construction is expected to begin in October 2017 and take five years to complete. A second new tunnel paralleling the Chesapeake Channel Tunnel will be built eventually.

The CBBT has its own police department, which has jurisdiction anywhere in the Commonwealth of Virginia. One of the interesting facts for me was learning that if you get a ticket while on the north half of the CBBT, you report to Court in Eastville on the Eastern Shore. If you are on the south side, you report to the court in Virginia Beach. However, the CBBT receives no money from the fines.

After lunch, we split into two groups and were given tours of the entire CBBT facility. We walked on the walkway alongside traffic inside the Thimble Shoal Channel Tunnel that was walked by attendants prior to the days of



The TRAACA group dining at the Virginia Originals restaurant



The TRAACA group dining at the Virginia Originals restaurant



What's wrong with this picture? (The door is level—the doorframe parallels the roadway, which is inclined toward the tunnel exit.)



Half of the TRAACA contingent—Tour Group 1—after the tour

closed-circuit cameras and computers. We saw the giant ventilation fans. We visited the control room (but weren't allowed to take photographs) and met the person who watches over several computers & a number of video monitors, and handles the traffic and traffic lights, as well as ventilation and power for all of the buildings on the islands. We went under the tunnel and then walked on top of the tunnel (between the roof of the tunnel and below its outer tube) where you could feel vibration from the traffic flowing under your feet. Now think about it: here we were walking on top of one of the Seven Engineering Wonders of the Modern World. How cool is that?

I know there is a lot that I have omitted, but hopefully those of you that missed this experience will feel some

small bit of jealousy for not being with us. The TRAACA members who attended were Jere & Carol Avenson, Susan Bond, Matt & Vickie Doscher, John & Marie Gancel, Richard & Sandy Hall, John Heimerl, Mark & Marion McAlpine, Mickey McChesney (Toni and their great granddaughter came for lunch), Wes Neal & Nancy Soscia, Skip Patnode, Bob & Linda Pellerin with Dan Ciccone as a guest, Tim & Rhonda Russell, Gordon Spence & his granddaughter, Neil & Marty Sugermeyer, Ken Talley, Viator Trudeau (with guests), Jim Villers, and Bill Wilcox.

[Editor's Note: Maybe we can have another tour when the new tunnel opens in five years!]



TRAACA members being briefed on the history of the CBBT



Marion McAlpine & Skip Patnode watching traffic fly by



TRAACA members being led to the "Restricted" entrance



The mandatory safety briefing before entering the CBBT



Wes Neal & Skip Patnode battling for doorman duty



CBBT Executive Director Jeff Holland briefing the group



TRAACA Tours of Moss Motors and Yocum's Signature Hot Rods

Saturday, July 23, 2016

Story by Matt Doscher. Photos by Terry Bond, Matt Doscher and Bob Stein.

Despite the unusually hot and humid July weather, on Saturday, July 23rd, 17 TRAACA members participated in the region's scheduled tour of Yocum's Signature Hot Rods in Suffolk and Moss Motors in Petersburg. TRAACA weatherman Terry Bond provided us plenty of sunshine and did his best to control the humidity!

The TRAACA contingent visited Yocum's Signature Hot Rods shop in the morning. Owner and fabricator Kyle Yocum opened his hot rod shop on a Saturday to allow TRAACA members a chance to see inside his facility and to view all of the current projects. Kyle strictly does metal work and custom fabrication. Paint work and mechanical work are sent off to another shop. It was neat to see the cars and trucks in their raw forms void of paint. Some project vehicles were mounted on rotisseries and rotated on their sides, while others sat with their bodies removed from their frames.

Kyle does exceptional metalwork, often creating a fender or a door from straight 18-gauge raw steel. TRAACA member Andy Ott has several cars in Kyle's shop, all at various stages of completion, including a 1928 Stutz Speedster, and a 1929 Dodge coupe. The Stutz Speedster began life as a coupe, but sometime during the 1950s the car was modified, chopped, and transformed into a roofless speedster. Andy's intentions are to restore this car back to how it would have looked during its 1950s transformation. TRAACA member (and TRAACA member Andrew Sitar's mother) Nancy Hassell-Sitar has her 1955 Ford Thunderbird in the shop for a complete restoration. After 29 years of sitting in the garage, Nancy decided the time has finally come to get her Thunderbird back on the road. Bob & Linda Pellerin have a red 1969 MGB in the shop undergoing a complete restoration.

After our tour of Kyle's shop, we headed out of Suffolk and up Route 460 to enjoy a hearty lunch at the Virginia Diner. A few people ordered from the menu while most enjoyed the delicious lunch buffet. Once we all got our fill, we headed further up Route 460 to Petersburg to visit the Moss Motors warehouse.

Moss Motors was founded in 1948 by Al Moss, and is based out of Santa Barbara, California. It wasn't until 1983, when Moss acquired a company called "Start Your Engines" in Beltsville, Maryland, that Moss had facilities on both the West and East Coasts. Moss' East Coast operations moved around to various locations before finally settling into its 112,000-square foot facility in Petersburg in 2008.

Moss Motors is a parts distribution warehouse for British sports cars (MG, Triumph, Jaguar, Austin Healey, classic Minis), although they even have parts for the Mazda Miata! In addition, Moss also manufactures its own interior kits right here in Petersburg. We couldn't see this part of the facility in action as this particular Saturday was their off day, but you could see the rolls of leather and

vinyl waiting to be stitched up and made into seat covers and door cards. We also were able to see the rows and rows of parts shelves and the shipping and receiving area.

When you enter Moss Motors, there is a small showroom with some significant British motorcars on display, including a 1962 MGA, which happens to be the 100,000th MG built. It was shipped on the Queen Mary from Abingdon, England, to New York, and displayed on a revolving turntable at the 1962 New York Auto Show. After the Auto Show, a Nashville, TN, import car dealer purchased the car. The MGA was found in derelict condition in 1999 and restored to its former glory in 2004. Its current owner is only the second owner, and the car has just over 8,000 original miles on it.

Also on display is a rare 1960 Triumph Italia 2000 GT. During the Italia's limited production run (1959-1963), only an estimated 330 (including two prototypes) were produced. It is believed that 65 still survive worldwide! This particular car was built in October 1960 & delivered to Stutz Plaisted Imports—the exclusive U.S. importer of the Italia—in Salem, MA. (Stutz Plaisted imported approximately 25 Italias.) This Italia was displayed in the Henry Ford Museum in Dearborn, Michigan, in 1964.

The black 1980 MGB on display is a special car: it is the 500,000th MGB built. It was originally a grand prize awarded in a drawing by Kinney Shoes in 1980. The winner sold it to Moss Motors that same year. The car has only 80 miles on it! It has been preserved in its original condition and serves primarily as a parts development reference car.

TRAACA members participating in the tour included Terry & Betty Banbury, Terry Bond, Matt & Vickie Doscher, Gordon Garnett, Jeff & Pat Locke, Mickey McChesney, Nancy Hassell-Sitar, Andrew Sitar, Bob Stein, Ken & Barbara Talley, Jim Villers, and Bob & Jane Ward. All agreed that the tour was fun. Our sincere thanks to Kyle Yocum's Signature Hot Rods and Moss Motors for their hospitality and very interesting tours!



Kyle Yocum explaining progress on one of the restoration projects



Jeff & Pat Locke inspect Andy Ott's Stutz speedster at Yocum's



Bob Ward checking out the paint on Bob & Linda Pellerins' MGB



Andy Ott's 1930 Ford Model A truck after restoration by Yocum's



Jane Ward and Betty & Terry Banbury in Moss Motors warehouse



1962 MGA—the 100,000th MG built—at Moss Motors



Rare 1960 Standard-Triumph Italia GT coupe at Moss Motors



1980 MGB—the 500,000th MGB built—at Moss Motors



Bob Stein's 1949 MG TC "Wildflower" outside Moss Motors



All Register MG 2016 Meet Louisville, KY

Monday-Friday, June 13-17, 2016

Story and photos by Susan & Terry Bond



Every breed of MG has its following and its own national club. Every five years they all get together and host one grand “All MG” event somewhere in the country. In 2006, Susan and I last made the trek to the All Register MG Meet in Gatlinburg, TN, in our then freshly restored 1974 MGB-GT. That was quite a shake-down cruise!

We missed the next event in Reno, NV, (in July 2011) because we were afraid our car (or the driver) might melt, but we were not about to miss the 2016 edition in nearby Louisville, KY. Well, I guess it’s not really “nearby,” but we knew the MGB-GT was a proven performer and could easily make the trip. We decided to take a second car as well—Eleanor, the 1948 MG TC, would travel via trailer.

We started our journey early on Sunday morning in the company with a dozen other local Tidewater MG Club members and at least one other TRAACA member, Jack Pavlidis, with his 1971 MGB-GT. We were glad to leave Tidewater traffic without incident and get onto less travelled backroads. We added a couple of additional MG enthusiasts to the pack in Williamsburg and again in Richmond. It was quite a parade.

The only problem on day one was a hood latch on an MGC-GT that wouldn’t stay latched. There was a late-night tech session in the motel parking lot to try and make it work, but, alas, it has too many Phillips-head screws and other moving parts (typical British), so it was simply wired shut for the second leg of the journey. We got into Louisville late Monday PM and survived rush hour traffic.

The next morning we were off to see a car museum, navigate some fabulous back roads, visit a distillery, and eat a wonderful meal in historic Bardstown, the bourbon capital of the world. A full day of seminars & car cleaning consumed all our time on Wednesday. MGs were everywhere—all kinds, all years, all shapes, even all sizes—about 800 of them on the show field. (No, they were not all small!) One interesting session was in the hotel—a large banquet room stuffed with a dozen of the finest MGs you’ll ever see, from the early 1930s up to the recent version produced in Asia. Each vehicle owner spent time talking about his or her car—where and how they found it, restoration information, historic aspects, and other interesting facts. From relics to race cars, it was an amazing session we didn’t want to leave. That evening we had a party and tour at Churchill Downs, and got to photograph our car in front of the Kentucky Derby Museum and the track’s historic entrance.

One highlight of these events is always the John Twist rolling tech session. Noted MG expert John Twist, from University Motors in Grand Rapids, Michigan, sets up a table with a few tools, a timing light, and some odds and ends, and then proceeds to “lay hands” on ailing MGs. Cars were lined up for what seemed a mile and one-by-one they rolled up to John’s table, opened the bonnet, and the



Susan Bond in their 1974 MGB-GT in front of Churchill Downs

owner described the funny noises, odd clunks, and sputters. John synched carburetors, twisted distributors, adjusted valves, all the while adding his own commentary and unique sense of humor as the cars passed through. Every one of them hummed better as they pulled away and no parts were left behind!

Thursday was show time! Over 800 MGs were displayed on the grassy part at the Louisville waterfront. It was a most picturesque setting, with shade provided by an overpass and a life-saving breeze keeping us reasonably comfortable. Dennis Gage of *My Classic Car* fame was roaming the field, enjoying the cars, and posing for pictures all day. As Richard Hall once said, this is a big “waist-high” car show! There were MGs on the field from 1929 up to the present. (Yes, the brand still survives—in China!) Out of 17 MG TCs on the field, Eleanor was awarded a *SECOND* Place. Two others in our group also received awards at the evening’s banquet, where Dennis Gage was the keynote speaker. He commented that this



MG magician John Twist at his rolling tech session

was the best single marque event he had ever attended. "You go to a Porsche show, and they all look the same. You go to a T-Bird show, and they all look the same. But there sure are some neat MGs around and, no, they certainly don't look the same."

Friday morning we departed for home, wondering where the time had gone. It was cooler and a much more pleasant trip home via mountain roads with an overnight stop (appropriately, in Abingdon). We were tired and our cars were kinda' dirty and dusty, but they ran well and looked great all the way to Louisville and back.

Thanks to Jack Pavlidis for loaning us his spare headlight switch after Susan's distributed its internal pieces on the floor mat. The only other problem encountered was a persistent loosening of the MGB-GT's exhaust pipe due to a faulty clamp that snagged the occasional speed bump or manhole cover. It is close to the ground, but a quick whap with a big rubber mallet on the tailpipe fixed the problem easily.

We don't know where the next All MG Meet will be, but we've got five years to plan our route. We're ready!



Susan & Terry with "Eleanor," their 1948 MG TC



A rare MG F-type Magna four-seater



A rare 1935 MG SA Tickford drophead coupe



An AACA Grand National Award-winning MGA roadster



A rare 1932 MG PB Airline coupe



A rare 1936 MG PB supercharged roadster



Still Collecting Stuff — Early Motoring Attire

By Terry Bond

We're going to try something different this month—motoring attire. Nothing beats appropriately dressed motorists in an early automobile.

On some national tours, participants go to great lengths to wear the correct dusters, goggles, and gauntlets. These accoutrements have become serious collectibles, but suitable reproductions are available if you are concerned about wearing your fragile original equipment.

I'm not going to talk about what's worn under the duster (that's quite personal!), but will focus on motoring outer garments. You'll be quite amazed at what people used to wear to protect themselves from dirt, dust, mud, rain, bugs, and things tossed up from the road. Remember, most cars in the early 1900s did not have windshields and were very open to the elements and road hazards.

Eye protection was a necessity. Goggles came in many styles—from plain to quite elaborate. It's great when you



Willson Goggles display case in Terry's replica auto parts store

can find them in original packaging. Up in my recreated old auto parts store, I even have a countertop display for Willson Goggles.

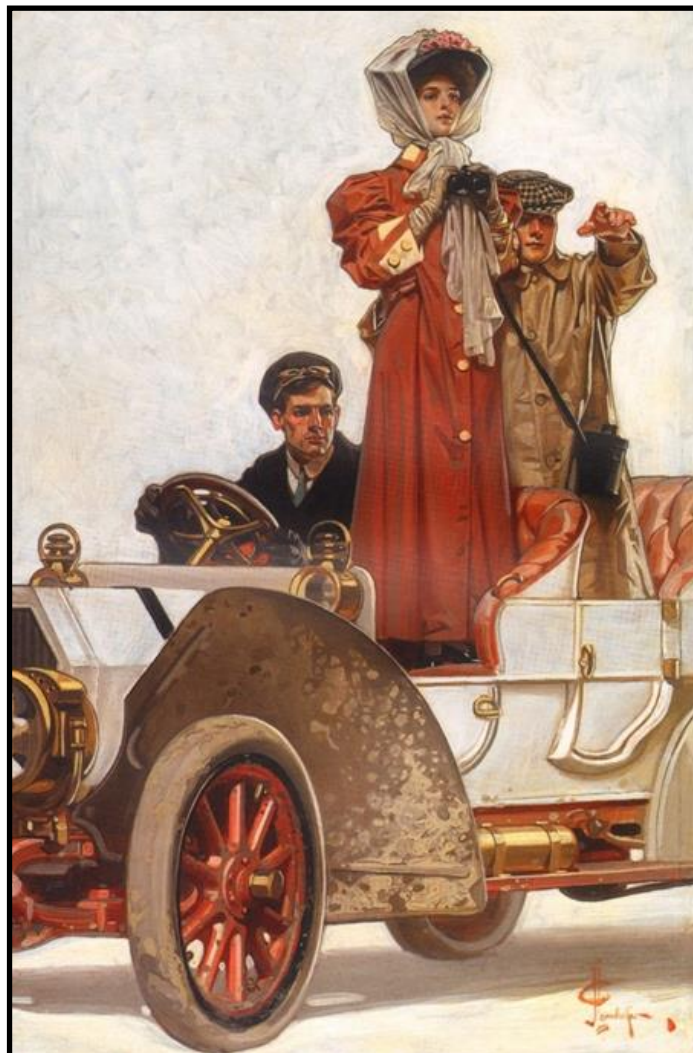
Willson was the most prolific manufacturer of protective eyewear. It was not only popular with early motorists, but with anyone working in a shop or in any setting that might possibly damage your eyes. Varieties are endless, but don't confuse welding goggles with early motoring goggles. I believe the differences should be obvious.

Race drivers demanded even greater protection, so side-lenses were often a feature of more expensive goggles. Simple wire mesh side protective pieces suited most motorists. In the original packaging, a nice quality set of goggles will cost you well over \$100 these days. Simple costume goggles can be purchased for \$20.

Gauntlets—leather gloves—were a necessity. Large cuffs provided ample room for wrist movement. Power steering by "Armstrong" was the norm in those days.

I'll always treasure the wonderful pair of gauntlets given to me by the late Merritt Horne. For winter, a full set of bearskin gauntlets at least gives the impression of providing warm protection

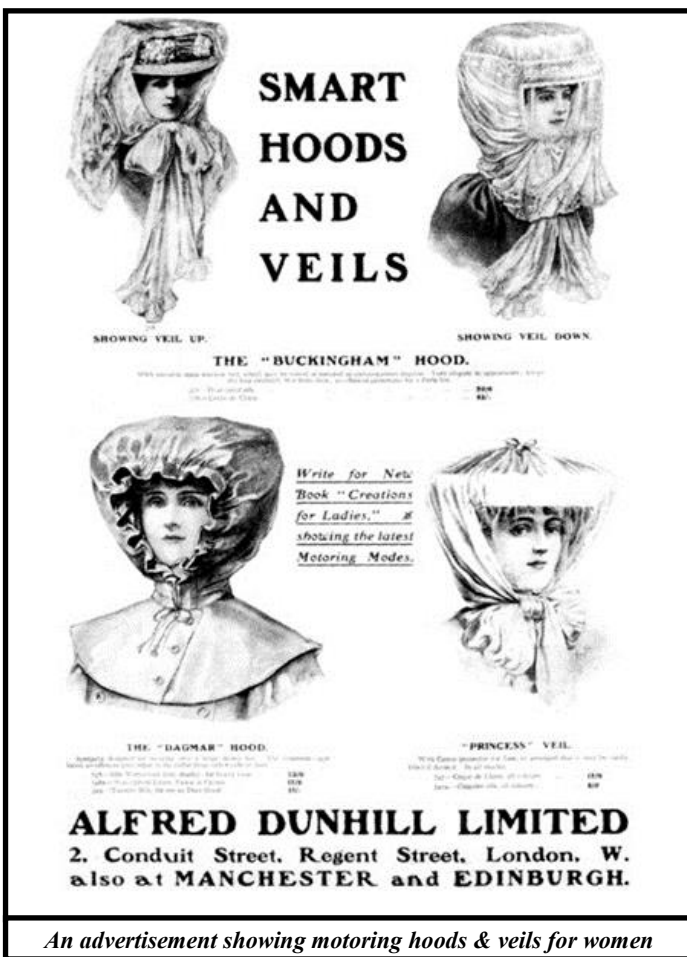
Motoring caps, veils, and masks themselves were required because of dusty, muddy roads. I have a wonderful early print showing a group of early motorists wearing an interesting variety of head coverings. Some of them were



Stylish motorists from the early days of automobiles



Pair of original gauntlets given to Terry by the late Merritt Horne



SMART HOODS AND VEILS

SHOWING VEIL UP. SHOWING VEIL DOWN.

THE "BUCKINGHAM" HOOD.

THE "DAGMAR" HOOD.

"PRINCESS" VEIL.

Write for New Book "Creations for Ladies," showing the latest Motoring Modes.

ALFRED DUNHILL LIMITED
 2, Conduit Street, Regent Street, London, W.
 also at MANCHESTER and EDINBURGH.

An advertisement showing motoring hoods & veils for women



absolutely frightening, helping give a bad reputation to early motorists—they looked like the devil and drove like one, too!

Caps ranged from stylish Bowler hats to soft linen caps with ear flaps, wide brims, and even full face covers. Ample head cover was more important for the ladies, and over the years there were some amazing designs—even full head covers with small windows in them with glass lenses.

Completing the package was, of course, a linen duster. They came in a wide variety of styles (and sizes). A double row of buttons was common, and most of them had large collars that could be opened to help encompass the neckline, offering further protection.



Original dusters in good condition are not easily found. Most of them saw hard use, and grease spots, tears, and even blood stains can be found on them. Of course, the ravages of time and poor storage have rendered many originals unusable and suitable for display only.

Susan and I are fortunate to have a couple of originals that we can use

when we need to dress the part with our Model T. Note that it is difficult to find larger-sized dusters—it seem that people were much smaller back in the early days of motoring. If you are in need of a good duster for a tour and don't want to risk damage to an original, excellent reproductions are available.

If you don't have manikins to display these things on, you can always content yourself with collecting advertising for them. (Yes, there will be a future column on collecting early automotive advertising!)

Enjoy the pictures, and imagine a country drive in 98-degree heat and 100% humidity in Tidewater, wearing heavy leather gloves, a full face cover with goggles, and a full length duster! Hmm, I wonder what exactly was worn under those things?

Terry Bond



Caught in the Headlights—TRAACA Members & Their Cars

Bill & Liz Coburn and their 1985 Chevrolet Camaro

Story as told to Marion McAlpine. Photos by Marion McAlpine.



Bill & Liz Coburn's 1985 Chevrolet Camaro basking in the sun

Bill & Liz Coburn, like many of us, can be counted among the lovers of classic automobiles. They also happen to own one. Bill is the original owner of their 1985 Chevrolet Camaro hatchback Sport Coupe. Bill purchased the car new shortly after his promotion to captain in the U.S. Air Force.

Before purchasing his 1985 Camaro, Bill previously owned a 1978 Camaro. When he decided to purchase a new car after being promoted, Bill took the 1985 Camaro for a test drive. He loved the way the car handled on the road, comparing its handling to the planes he had flown both in civilian flight training and the training aircraft in he flew in the Air Force. He also liked the car's dark blue paint and gray custom cloth interior. Bill decided on the spot to purchase the vehicle and took it home.

Bill has many fond memories of time in the Camaro. He & Liz honeymooned in the Camaro. He and his father drove it to Hershey on a number of occasions to go to the AACA's Eastern Fall Meet in Hershey.

Classic vehicles are not new to Bill's family. Bill grew up locally in Portsmouth, Virginia, where his family had several automobiles, which they kept until they were classics. For example, in 1978 Bill purchased his grandmother's 1955 Buick, which she had purchased new.

Bill and his father were fans of both pre- and post-war classics. Bill's father once owned a Ford Model T Depot Hack. And Bill and Dad were active in a local Model A club.

Bill has participated actively in AACA and some Tidewater Region activities with his father since 1978 (which is when Bill's Dad joined AACA), and Bill & Liz joined the AACA and TRAACA in 2010. Bill has volunteered at the TRAACA's annual meets since joining the club and at the National Meet we held in 2015. He also has an almost-vintage 1975 Grumman Tiger airplane (planes need to be 50 years old to be considered vintage), and volunteers at the Military Aviation Museum in Virginia Beach. Bill is an AACA Senior Master Judge,

earning his 30th judging credit milestone this year.

Bill & Liz's 1985 Camaro is equipped with a 2.8L, 135-hp, V-6 engine. (Out of the 180,018 Camaros produced in 1985, one source indicates that only 78,000 were equipped with the 2.8L V-6 engine.) Bill entered it in the AACA's 2015 Eastern Spring Meet, which the TRAACA hosted in Virginia Beach. The Camaro received its Historic Preservation of Original Features (HPOF) certification.

Bill stated people may think he is "cheap" for keeping their Camaro all this time. [Editor's Note: Not AACA members, Bill!] Liz responded, "You're not cheap; you're fiscally conservative." Having over 324,000 miles on the Camaro's odometer indicates that Bill & Liz have not only taken very good care of their car, but also that they have enjoyed it.

Bill lovingly reported that the Camaro has been a "faithful friend" (which, at the time of the Camaro's introduction in 1967, Chevrolet said was an old French translation of the name).



The Camaro's original "Custom Cloth" interior



The Camaro's 2.8L V-6 engine



My First Car

1979 Ford Econoline 250 Club Wagon

Story and photos by Matt Doscher



One of the few photos Matt Doscher has of his first vehicle—a 1979 Ford Econoline 250 Club Wagon van

Before I begin telling this story I must tell you a little bit about the history of my first car. My father was a plumber and pipe fitter working for a local plumbing company in Charleston, SC, where we lived. Of course plumbers had to have every tool known to man in order to complete their work properly. My father owned many tool boxes and even had 5-gallon buckets with all sorts of pipe fittings in both copper and PVC. My father owned a white 1979 Ford Econoline 250 Club Wagon van that he purchased almost brand new from an individual whom he worked with. The “Van,” as it was known in the family, was a great vehicle for hauling around all of my father's tools to and from the many jobsites he worked at. The van was not only my father's work van, but it was also a family vehicle that shared its transportation duties with a 1985 Oldsmobile station wagon that my mother drove.

I remember taking a vacation trip to Epcot Center and Disney World in the van when my sister and I were little. The van was also used in family moves: moving my aunt and uncle from Charleston to Edisto Beach and back to Charleston years later, and when my parents, sister and I moved in 1989 from one neighborhood to another. Our new home had a fireplace, so the van was used for hauling loads of firewood back home. I remember one occasion where the firewood was stacked up almost touching the roof of the van inside and the rear end being weighed down so much that it looked like a low rider with the front end sticking up in the air!

The van racked up mileage quickly and was growing tired and in need of an engine rebuild and some body work. I remember my father and I discussing future plans for the van and whether or not we should get rid of it or keep it. I wanted to keep it as it was an all-around good van that was quite useful in hauling stuff around. At the time I had a little 14-ft john boat that my father and I enjoyed fishing out of and the van was its tow vehicle. The decision was made to keep it, and my father gave me his van in the early 1990s.

I drove my van all through my sophomore year of high

school. My van was powered by a 300-ci, straight six engine mated to a C6 3-speed automatic transmission. It had 8-lug front and rear axles, 16.5-inch body color steel wheels with power front disc brakes, and power steering. It also had a/c, but it didn't work. I believe at one time it used to have dog dish hubcaps, but I never recalled seeing them on the van.

The interior was stark with blue vinyl seats and dash pad, and two rows of blue vinyl bench seats that were removable. The second row bench was always removed and my father had gotten rid of it prior to me becoming the van's owner. The first row bench was used to carry passengers if there was more than one, or it was removed to allow more cargo carrying capacity. In addition to the normal two front doors, each with an arm rest, the van had a sliding side door and two rear doors. It was called a window van because of the amount of windows it had. The side and rear windows were hinged at the top and would pivot out at the bottom when opened. The headliner consisted of perforated fiber board. The remainder of the interior lacked any sort of finish material and was stark white metal.

The engine had numerous leaks, used a lot of oil, and would smoke going down the road, so I decided to get the engine rebuilt. A year or two later I had a local Ford dealer rebuild the transmission and replace some of the door weather stripping. I also had my van repainted in its original Oxford White by a local paint shop. I was never very happy with how the paint looked afterwards, as it had a dull finish versus the shiny clear coat finish I had hoped for, but nonetheless it served its purpose of preserving the van.

I always enjoyed driving the van—it was easy to drive, it was a big and safe vehicle to be in, and it sat up high so I had good visibility all around. It always had the infamous Ford drivetrain whine from first to second gear and then again at 55 MPH, something many Ford owners can relate to I'm sure! After selling my boat and having more modern means of transportation, I no longer felt the need in keeping the van and sold it. I sometimes kind of wish I still had it!



Matt's van—a survivor of Hurricane Hugo in 1989



It's All in the Details

By Herb Oakes, AACA VP Judging

(Reprinted from the July 2016 AACA *The Judge* newsletter)



As most of you know, the 2016 Grand National Meet was just held last month [June] in Williamsport, PA. If you missed it, you definitely missed a fantastic event!

The meet was held at the Pennsylvania College of Technology and there were over 650 cars registered. We had a total of 32 judging teams, which averaged out to 22-32 vehicles for each team to judge. It was a long, tough day, but well done.

There were 1,189 awards presented to our members. Of course we had some issues (what meet doesn't?), but they were all handled professionally and to the members' satisfaction.

I want to thank each and every judge for a job well done. We should all personally thank the Pennsylvania College of Technology for their super support. As I mentioned to our Executive Director, Steve Moskowitz, if there was an award for the super support we got, the college would be well-deserving of it. The Susquehannock Region should be proud of the results of this Grand National—a personal thanks to each and every one of the region members!

I would like to bring the following issues to the attention of all judges and especially the Team Captains:

1. Using the engine compartment as an example: I cannot accept under "Others" an overall deduction for poor detail (just minus so many points). We need to be more specific. Each component of the engine compartment should be circled that relates to the poor detail.
2. When you have a max deduction (for example spark plugs, spark plug wires, fan belts, etc.), I have to know what is wrong with them, so I can pass that information on to the

member when they request a readout on their judging sheet to help them prepare for the next meet.

I'd like to share another issue that happened at one of our meets this year. During judging, a Team Captain made the decision that two cars entered in the class his team was judging were not qualified to be judged. He wrote on the judging sheet "Visually Judged—not qualified to be judged for a Junior Award."

I picked up the judging sheet at Admin when it was brought to my attention by one of our Admin ladies. I immediately called the Team Captain and asked him about this issue. He told me that the cars were poor shape and that when he talked to the owners they stated "they didn't care whether their cars got judged or not." So, I immediately changed "Visually Judged" to "Do Not Judge."

The above is a "No, No." The Team Captain should have called the cell phone number that was listed on his Team Captain's Packet and informed us that there were two vehicles that probably should be in the HPOF or DPC classes. We could have then acted on his request immediately.

Now for the rest of the story . . . I later received a request for a readout for one of the vehicles mentioned above. I sent him the information I had on why his car wasn't judged. He replied with a personal letter to me stating "I was not there for the fun of it. And I did not say don't judge me. I spent time, money, drove many miles and stood in the rain for hours. At that time, the fun was not there." I will make restitution to this owner.

I mention the above incidents in the hope that every judge will take note and realize how the owner felt. I have faith that by sharing this in this newsletter, my message will get to every judge and that instances like this and other similar ones will cease.



Getting New AACA National Judges

By John McCarthy, AACA VP Finance and Budget

(Reprinted from the Spring 2016 AACA *Rummage Box* newsletter)



During the mid-1980s I judged at local car shows where all you had to do was say "yes" when asked if you would help out and judge at an upcoming local car show. Our AACA Region only had a few National Judges and two of them who knew I attended Hershey each year told me I should become an AACA Judge. One of these judges had just become our Region's first Senior Master judge and I was impressed with the pin and new board

he received to attach his judging chips. I agreed to judge at Hershey and realized judging at an AACA National Meet meant you were in the big leagues and I better do everything right. At Hershey in 1990 I was on the field judging, a bit nervous, but with a wonderful team that helped me along.

Judging back then was different. The only time you could attend a judging school was at the AACA Annual Meeting in Philadelphia, there was no Continuing Judges Education, and there was no apprentice training. Judges training has been much improved. There is now a judging school at every National Meet, a large variety of CJE courses to choose from, and

first-time judges serve on an apprentice team led by an experienced AACA judge. It took me a couple of years to get three judging credits, but now on one weekend you can get three credits and also receive excellent training and assistance that will provide a solid base from which to judge at subsequent National Meets. AACA judges are very friendly and you will make lifelong friends by judging together.

That said, what can you do to get new AACA judges? Most Regions and Chapters have a monthly meeting and your President is always looking for someone to give a talk at these meetings. Make your President a happy person and volunteer to give a talk on AACA judging. Talk about the judging team structure, how it works, the responsibilities of each judge, bring a copy of the Official Judging Guidelines manual (free at each judging school), go over a sample judging form, the judging school, CJE, answer questions, but most importantly, ASK those at the meeting to become an AACA National Judge. Don't forget the ladies—AACA has a large number of lady judges, many of whom are very experienced judges. Asking is important as some people think they might not know enough—we have all been there and have become experienced AACA judges in the Club that has the best judging program of any club.

Name That Car!

Game and photos by Mark McAlpine

Identify the year, make, and model of the automobiles below with your only clues being their taillights. (The answers are at the bottom of the page.)



AACA Calendar of Events

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

- AUGUST 2016**
 11-13 Southeastern Fall Meet
 New Bern, NC
- SEPTEMBER 2016**
 1-3 Western Fall Meet
 Cheyenne, WY
 11-16 AAA Revival Glidden Tour
 North Conway, NH
- OCTOBER 2016**
 5-8 Eastern Fall Meet
 Hershey, PA
 20-22 Central Fall Meet
 Galveston, TX
- NOVEMBER 2016**
 5-11 Reliability Tour (Pre-1916)
 Savannah, GA
- FEBRUARY 2017**
 9-11 AACA Annual Meeting
 Philadelphia, PA
 23-25 AACA Winter Meet
 Ocala, FL
- APRIL 2017**
 6-9 Southeastern Spring Meet
 Charlotte, NC
 25-28 Western Division Tour
 Sonora, CA
- MAY 2017**
 11-13 Special Spring Meet
 Auburn, IN
 20 AACA Eastern Spring Meet
 Huntington, WV
 (location & dates pending)
- JUNE 2017**
 4-9 Founders Tour
 Gettysburg, PA
 15-17 Annual Grand National Meet
 Independence, MO
- AUGUST 2017**
 17-19 Central Fall Meet
 Bettendorf, IA
- SEPTEMBER 2017**
 17-22 Glidden Tour
 Hastings, NE
- OCTOBER 2017**
 4-7 Eastern Fall Meet
 Hershey, PA
- FEBRUARY 2018**
 8-10 AACA Annual Meeting
 Philadelphia, PA

ANSWERS: 1) 1963 Chevrolet Corvair; 2) 1960 Imperial; 3) 1974 AMC Javelin AMX; 4) 1969 Pontiac GTO; 5) 1957 Cadillac Eldorado Brougham; 6) 1948 Nash Ambassador; 7) 1968 Ford Mustang GT; 8) 1969 Ford XL GT; 9) 1988 Pontiac Fiero; 10) 1955 Packard Caribbean; and 11) 1965 Chevrolet Impala.



Register YOUR vehicle for the Tidewater Region AACA Forty-Third Annual Meet



**Military Aviation Museum - 1341 Princess Anne Rd - Virginia Beach VA 23457
8 AM to 3 PM Saturday, September 24, 2016**

Show Information:

- Meet Chairman: Tony Scarpelli Phone: (757) 810-1600 email: scarpp02@aol.com
- TRAACA President: Jim Villers Phone: (757) 481-6398 email: 190sljim@cox.net

**PARTICIPANT REGISTRATION FORM - PLEASE PRINT
Tidewater Region AACA 43rd Annual Meet – September 24, 2016
REGISTER FOR THE SHOW OF YOUR CHOICE!**

Check the box for your show and mail your completed registration form and check payable to 'TRAACA' to the indicated address:

PRESERVING THE PAST
For 1991 & Older 'As-Built' Stock
Vehicles, Swap Meet and Car Corral

Richard and Sandy Hall
500 Mustang Drive
Chesapeake, VA 23322

MODS AND RODS
For 1991 & Older Custom or Modified
Vehicles

John and Marie Gancel
828 Trillium Place
Virginia Beach VA 23464

Name: _____ Phone : (____) _____ email: _____

Address: _____ City: _____ State: _____ Zip Code _____

VEHICLES MUST BE ON SHOW FIELD BY 11:00AM

Displayed vehicles must have a visible fully charged, operational, UL-approved fire extinguisher.

VEHICLE 1 Make _____ Model _____ Year _____

AACA CLASS (If Known): _____ AACA National Award Winner _____

VEHICLE 2 Make _____ Model _____ Year _____

AACA CLASS (If Known): _____ AACA National Award Winner _____

First vehicle EARLY REGISTRATION (Postmarked BY September 10, 2016) 1 @ \$20.00 _____

First vehicle LATE REGISTRATION/DAY OF SHOW (NOTE: Not eligible for AACA Judging) 1 @ \$25.00 _____

Additional Vehicles (\$15 each) _____ @ \$15.00 _____

Flea Market (Approximately 10' x 30') _____ @ \$20.00 _____

Car Corral (Single parking space for selling a car: Vehicles with For Sale signs will not be judged.) _____ @ \$15.00 _____

Total (includes admission to the Military Aviation Museum) \$ _____

I would like to help judge Preserving The Past (AACA Classes): PREFERRED CLASS _____ ANY _____

All vehicles must have current liability insurance coverage. My vehicle has state required liability insurance.

Signature: _____ Date: _____



TRAACA MEMBERS' PAGE

Welcome to our New Members!

John Morris
Norfolk, VA
- 1956 Oldsmobile

Sunshine Report

Condolences are extended to the following members who recently lost love ones:

- **Claudia Giacompassi**, wife of Dean Giacompassi, passed away unexpectedly from a blood clot on 3 July.
- **Talmadge Hassell**, mother of Nancy Hassell-Sitar and grandmother of Andrew Sitar, passed away on 5 July.
- **Brenda Wedeking**, wife of Tom Wedeking, passed away unexpectedly on 2 July.

Our thoughts & prayers go out to the following members:

- **Frank Lagana** recently had outpatient pacemaker surgery and is doing well while recovering at home.
- **Skip Patnode** had hip replacement surgery on 19 July, is recovering at home, and undergoing physical therapy. *(He was compiling the monthly dinner meeting attendee list from his hospital room hours after his surgery!)*
- **Leslie Scarpelli** was involved in a serious automobile accident recently, and is recovering at home.

Please provide updates on the health of TRAACA members to Vickie Doscher at 672-3755 or vlv78@hotmail.com.



Members celebrating anniversaries in August



Travis & Kim Berry
Terry & Susan Bond
Bill & Liz Coburn
Joe & Charlene Geib
Tim & Phyllis Hund
Perry & Kathy Kellam
Robert "Red" & Zelda Lang
Kit & Bette Lawrence
Scott & Cathy Miller
Bob & Dot Parrish
Tom & Rosemarie Poe
John & Sandra Singletary



Members celebrating birthdays in August



Mary Ann Blair	Cathy Miller
Beth Buchanan	Carol Milligan
Curtis Cook	Maxine Milligan
Sheryl Cook	Wayne Milligan
Jim Elliott	Ed Monroe
Jimmy Flanders	Gerard Olson
Dean Giacompassi	Bob Parrish
Mathew Gresalfi	Rose Perkins
George Gurnee	Bob Powell
Alfonso Ludovici	Dennis Sobota
Jonathan Lichtenstein	Robert Stanley
Sharon Mercer	



Recent Award Winners



National DeSoto & Airflow Show—Timonium, MD

John & Lynn Heimerl	1935 Chrysler C-2 Imperial Walter P. Chrysler Cup (for scoring the highest points— no point deductions!) 1935 Airflow First Prize People's Choice Award
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ANTIQUE AUTOMOBILE CLUB
of AMERICA

TRAACA Lunch & Garage Tour provided by Charlie & Sandy Dawson Saturday, August 6, 2016

Charlie & Sandy Dawson have invited their fellow TRAACA members to their home on Saturday, August 6, for a tour of Charlie's 4-bay garage & shop and a look at his antique car collection & current restoration projects. (Charlie is currently restoring two 1957 Ford Fairlanes—a Victoria hardtop & a Sunliner convertible.) Charlie & Sandy are also generously providing lunch & open bar.

The event starts at 11:30 AM at Charlie & Sandy's home located at 4292 Charity Neck Rd, Virginia Beach, VA. Please e-mail Charlie at pungo9@rcn.com or call him at (757) 426-9125 to RSVP. "Charlie's Bar" will open at 12:01 PM with Charlie as designated bartender. *(Drink responsibly!)* After lunch, the group will head to the cruise-in at Landstown Commons in Virginia Beach.

TRAACA Judging Seminar hosted by Dewey & Maxine Milligan Saturday, August 27 2016

Are you considering becoming an AACA judge? Would you like to know more about AACA judging so you can better prepare your car for an upcoming meet? Or are you a current AACA judge and just want to brush up on some of the recent changes? Then come out to Dewey & Maxine Milligans' (2000 Shillelagh Road, Chesapeake, VA 23323) on Saturday, August 27th, for an informal AACA Judging Seminar. (At the request of a number of members, this seminar is being held to help prepare members—especially those interested in becoming AACA judges—before our upcoming "Wings and Wheels Show" on Saturday, September 24th.)

The Judging Seminar starts at 9:30 AM and is expected to last about two hours. Coffee & donuts will be provided.



3rd Annual Scouts & Cars in the Park



Saturday, August 13th, 2016
9:00 AM—3:00 PM

Newport News Park Polo Field
13560 Jefferson Ave, Newport News, VA 23603

Open to all makes, models, and years

Registration: \$20 day of show [pre-registration closed on 29 July]

Registration: 9:00 AM—12:00 PM.

Balloting closes at 1:30 PM. Awards at 2:30 PM.

Goody bags & dash plaques to first 100 registered vehicles

For more info & registration forms: scoutsandcarsinthepark.wordpress.com

Or contact: Colin Romanick at fournpower@gmail.com or (757) 588-9477

Daryl Harlow at (757) 696-2344 or troop915specialevents@gmail.com




**DOWN
THE
ROAD**

Other Regional/Local Events

AUGUST 2016

- 6 U.S. Coast Guard Birthday Car Show
Portsmouth, VA
- 13 Scouts & Cars in the Park Car Show
Newport News, VA
- 20 Khedive 25th Annual "Fun n' Shine" Car Show
Chesapeake, VA
- 21 "Bugstock 2: Dèjà Vu"  **Free Henrico County event exclusively for VWs only**
Glen Allen, VA
- 25-28 Corvettes at Carlisle
Carlisle, PA
- 27 8th Annual Thomas Nelson Comm. College Car Show
Hampton, VA

SEPTEMBER 2016

- 10 6th Annual AOH Car Show
Knights of Columbus Hall
Virginia Beach, VA
- 10 Cadillac & LaSalle Club
10th Annual GM Car Show
Newport News, VA
- 10 Matthews Market Days
Car, Truck, and Bike Show
Matthews, VA
- 17 41st Annual Edgar Rohr Memorial Antique Car Meet  **Bull Run Region AACA**
Fredericksburg, VA
- 17 SE Virginia Street Rods
24th Annual Charity Show at Daniels Performance Group
Smithfield, VA
- 18 Classics on the Green
Import Car Show at New Kent Winery
New Kent, VA

- 22-25 Charlotte Auto Fair
Charlotte, NC
- 28 - Fall Carlisle Swap Meet
2 Oct Carlisle, PA

OCTOBER 2016

- 1 Franklin Fall Festival
Car Show
Franklin, VA
- 15 Air & Auto Classic Show 7
Virginia Beach, VA
- 22 Virginia Fall Classic
Newport News, VA



Khedive Autos Shriners' 25th Annual Fun-n-Shine Car Show

Saturday, August 20th, 2016
10:00 AM—3:00 PM

The Shrine Center, 645 Woodlake Dr, Chesapeake, VA

18th Annual Craft Show inside an air-conditioned building with lots of crafters, vendors, food and restrooms.

Free Admission!!

Registration Fee: \$25 (pre-registration must be received by Aug 10th)
(Pre-register second family vehicle for \$15—vehicle eligible for judging only)

Free car show t-shirt to first 100 vehicles registered by August 1st
Dash Plaques to all entries
Trophy Presentations starts at 3:00 PM

For information and registration form: www.khediveshrine.org
Car Show POC: Pete Wright—CP: 434-7383 / Home: 421-0104



TRAACA Ice Cream Social—Saturday, July 30: Bob Stein brought out his 1985 Mercury Crown Victoria. He was joined by . . . no one else—the rest knew better to stay out of the rain.



EDITOR'S DESK

Mark McAlpine

mmmcalpine05@msn.com / (757) 967-0074

August offers a full selection of club-related activities for TRAACA members. Besides our regular monthly Board Meeting and Dinner Meeting (Wednesday, 3 August, and Thursday, 18 August, respectively), August begins with Charlie & Sandy Dawson hosting the TRAACA and Virginia Chevy Lovers clubs at their home in Virginia Beach on Saturday, August 6th, to view their car collection and Charlie's ongoing current restoration projects—two 1957 Ford Fairliners: a Victoria hardtop and a Sunliner convertible. Among his other cars, Charlie also has a beautiful set of 1957 Chevrolets: a Nomad, a Bel Air hardtop, and a Bel Air convertible. Charlie & Sandy are also generously providing us lunch and an open bar. Just remember to drink responsibly before driving home or with the group to the cruise-in at Landstown Commons! (See Pg. 17 for more details.)

The next weekend, the AACA Southeastern Fall Meet is being held in New Bern, North Carolina, on Thursday-Saturday, 11-13 August. Our region had a great Fall Tour to New Bern in 2014, and many TRAACA members still talk about how much fun they had at the 2010 AACA Grand National Meet held in New Bern. The 1st Capital Chapter of the AACA North Carolina Region have planned another good event this year. (For those who didn't attend the 2010 AACA Grand National Meet, the show field is on the main streets of picturesque New Bern.) A group of TRAACA

members will be caravanning down on Friday, 12 August. (Look for details in the weekly Mud Speck e-mail on Monday, 8 August.)

On Saturday, 20 August, our Activities Committee has coordinated a tour of some outstanding garages and car collections in Suffolk. TRAACA members will get to visit the collections of Dwight & Jane Schaubach, John & Lynn Heimerl, and Ron & Tina Pack, followed by a visit to the collection of well-known local collector Lewis Little. En route from the Heimerls' home to the Packs', we'll stop at Smithfield Station for lunch. (See Pg. 1 for more details.) Later that day, at 7:00 PM we'll gather at Doumar's Barbecue in Norfolk for what's become a new monthly tradition in the summer—an informal ice cream social. (You don't have to participate in the garage tours to go to Doumar's—everyone is welcome!)

Then on Saturday, 27 August, we're holding an informal Judging Seminar for those interested in either learning more about AACA judging or refreshing their judging skills. A number of members who are not AACA judges expressed interest in judging our annual meet in September, but said they were nervous because they haven't judged before (at least not to AACA standards) and asked if we could offer some sort of judging seminar. The Board of Directors agreed that this was a great suggestion, and Dewey & Maxine Milligan graciously offered to host the seminar at their home in Chesapeake. TRAACA members who are experienced AACA judges will give presentations on AACA competition class "points" judging, Historic Preservation of Original Features (HPOF) certification, and Driver Participation Class (DPC) certification.

Mark Mc

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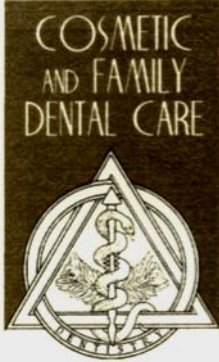
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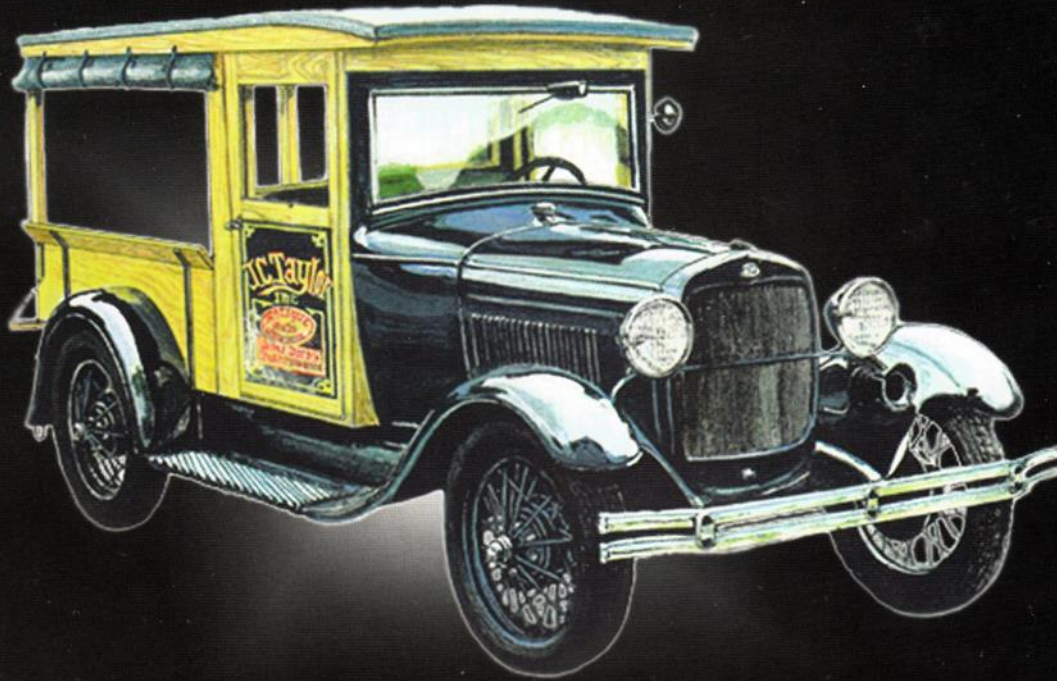
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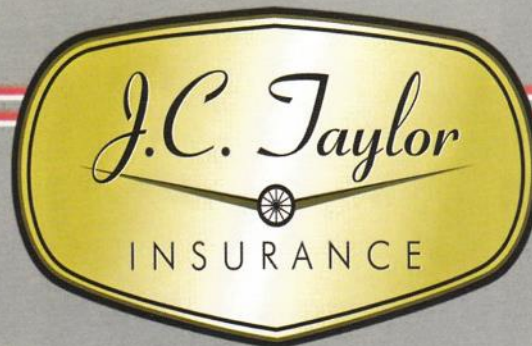
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