

# The Mudflap



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

Volume 59, Issue 12

December 2015



## TRAACA Holiday Brunch Princess Anne Country Club Sunday, December 20, 2015

This year's Annual Holiday Party will be special as we look back and celebrate the sixty years of the Tidewater Region. Richard Hall, our Club Historian, will have a display of pictures, newsletters, and other club memorabilia dating back to our founding in 1955. Terry Bond, our dinner speaker, will focus on the people and events that have made this club special. This will be a holiday celebration like no other and will provide memories for years to come.

I especially want to encourage our "Silver Nametag" members (members for 25 years or more) to attend. We will be celebrating our history and we would enjoy hearing your favorite story of your early years with the club.

We are having a traditional brunch at the beautiful Princess Anne Country Club (3800 Pacific Ave, Virginia

Beach, VA 23451). The brunch is on Sunday morning, December 20, 2015. The festivities begin at 10:00 AM as the doors open and we will eat at about 11:00 AM after an hour of socializing. The extensive brunch buffet will include breakfast fare, an omelet station, fruit, shrimp, a beef-carving station, and various lunch and dessert selections.

The cost for this year's event is only \$15.00 per person. As usual, the club is subsidizing this annual event and we hope that all members will join us for brunch. There is ample parking in the attractive parking lot, so use this as an opportunity to enjoy a Sunday drive in your favorite ride.

So mark your calendar and say "yes" when your Calling Tree captain contacts you about attending. It won't be as much fun without you!



**CAUGHT IN THE HEADLIGHTS—Bob Parrish and his 1958 Chevrolet Impala. Read the story on Page 10.**



### TRAACA CALENDAR

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

#### DECEMBER 2015

- 2** TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport
- 20** TRAACA Holiday Brunch  
Princess Anne Country Club  
Virginia Beach, VA

#### JANUARY 2016

- 5** TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport
- 16** TRAACA Annual Awards  
Banquet & Board Induction  
Founders Inn  
Virginia Beach, VA

#### FEBRUARY 2016

- 3** TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport
- 18** TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport

#### MARCH 2016

- 1** TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport
- 12** TRAACA Swap Meet  
Military Aviation Museum  
Virginia Beach, VA
- 17** TRAACA Dinner Meeting (T)  
Holiday Inn—Norfolk Airport

#### APRIL 2016

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

# **HAPPY 60th BIRTHDAY, TRAACA!**

This year the Tidewater Region of the Antique Automobile Club of America celebrates its 60th anniversary while our parent organization, the AACA, celebrates its 80th anniversary. Each issue of *The Mudflap* this year will feature articles and/or photos from our club's history, celebrating and remembering our heritage. See Pg. 16.

## **From the Driver's Seat**



**Jim Villers**  
**TRAACA President**  
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**(757) 481-6398**

Last month, I attended a technical gathering at a high end restoration shop. With several cars upside down, having serious metal grafted onto their unibodies, replacing the cancer of unprotected metal, a technician described the technique of reproducing spot welds in replaced body sections. Another presentation demonstrated the eight sanding steps of progressively finer sanding grit to prepare primer for final paint. We learned that a perfect restoration takes hours of diligent work by very skilled workers.

While relaxing with a member at the hotel fire pit, she expressed her feelings of whether she wanted her car to undergo such a detailed process. She stated, "With that much invested, I would not feel comfortable driving my car and I love to drive it." That led into a fuller discussion of what we want with our cars and how to express it.

She described her goal: "An enjoyable car to drive." Other members have expressed their desire for a perfect show car. Each of us needs to look realistically at

ourselves and decide for ourselves what we want in our own cars and how we want to use our cars. It is OK to build a show car, and it is also OK to build a Driver Participation Class car. It is OK to follow your own path; it is your car and our club embraces both types of cars.

While talking of an "enjoyable car to drive," our annual Holiday Brunch on Sunday, December 20th, provides the perfect opportunity for a "Sunday drive" to the beach. So join the celebration of sixty years of the TRAACA with a parking lot filled with vintage cars. At only \$15 per person, it will be hard to find a better value.

A quick reminder about our 2016 membership renewal drive: many members have already renewed their memberships. If you are not among them, please renew now.

*Jim*

### ***One More Plea!***

**We need someone to relieve Margie Ives as the TRAACA's Calling Tree Chief Captain. Margie has done it for four years and wants to retire from the position. The responsibilities include providing our Calling Tree Captains information about our monthly dinner meetings, consolidating the names of attendees, and then providing a final head count each month to the Holiday Inn and Club Treasurer. If you're willing to volunteer, please contact Jim Villers. Thank you!**

### **2015 TRAACA Officers & Board**

**President - Jim Villers: 190sljim@cox.net**  
**Vice President - Mark McAlpine:**  
**mmmcalpine05@msn.com**  
**Secretary - Melanie Kordis**  
**Treasurer - Marion McAlpine**  
**Board - Matt Doscher**  
**Board - Tyler Gimbert**  
**Board - Skip Patnode**  
**Board —Tim Russell**  
**President Emeritus - Wes Neal**

**Visit us on the Internet at:**  
<http://local.aaca.org/tidewater/>

### **Call Captain's Corner**

**Calling Tree Chief Captain: Margie Ives**  
**(757) 547-2234**

<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Dan Ciccone	339-3494
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Rhonda Russell	471-4031
Howi—Kni	Wayne & Carol Milligan	548-1242
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
Tre—Wor	Toni McChesney	456-2806

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

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## From the Running Board

Nov 3, 2015 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:35 PM at the Holiday Inn—Norfolk Airport on Military Hwy. Directors present were Jim Villers (President), Mark McAlpine (Vice President), and Marion McAlpine (Treasurer). Board members present were Tyler Gimbert and Tim Russell. Members present were Bill Blair, Frank Lagana, Bob & Dot Parrish, Leo Rodriguez, and Bill Treadwell.

**Secretary's Report:** October Board Meeting Minutes were approved and published in the November issue of *The Mudflap*.

**Treasurer's Report:** Read by Marion. Per club by-laws, club is donating \$250 to the AACA Library in memory of ten club members (\$25/each) who passed away in 2015.

### COMMITTEE REPORTS:

**Marketing/PR:** Nothing significant to report (NSTR).

### Communications:

- *The Mudflap* newsletter:
  - Mark looking for photos of past TRAACA presidents to publish in final 60th anniversary article in December.
  - John Heimerl's 1935 Chrysler Imperial C2 Airflow won the Palmetto Award at the Hilton Head Island Concours d'Elegance on 1 November.
  - Renewal invoices (for 2016) for current advertisers provided to Jim Villers, who will sign and mail them out.
- *The Mud Speck* weekly e-mail: NSTR.

### Activities:

- Saturday, 31 October: TRAACA Chili Cook-Off at the Milligans' was a big success with approximately 60 members and 25 antique vehicles participating. Melinda Spence won First Prize for her corn chowder.
- Saturday-Sunday, 7-8 November: TRAACA Fall Tour to Williamsburg cancelled. Planning already underway for next year's tour.
- Thursday, 19 November: Monthly Dinner Meeting & Annual Silent Auction. Members are asked to bring donations for the auction.
- Sunday, 20 December: TRAACA Holiday Brunch at the Princess Anne Country Club in Virginia Beach, VA.
- Saturday, 16 January: TRAACA Annual Awards Banquet and Board Induction Ceremony at Founders Inn in Virginia Beach.

### Restaurants/Dinner Meetings:

- Thurs, Nov 19: Monthly dinner meeting at Holiday Inn, 6:00-8:30 PM. Features our annual Silent Auction.
- December dinner meeting replaced by Holiday Brunch on Sunday, 20 December, at Prince Anne County Club. Jim called for display of club-related historical items.
- Sat, Jan 16: Annual Awards Banquet & Board Induction at the Founders Inn.
- Waiting for Holiday Inn to provide a contract for the club's monthly dinner meetings in 2016.

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### Society:

- Current membership status (as of 31 October): 170 (singles/couples). Membership renewal forms for 2016 available on club website, in *The Mudflap*, and at dinner meetings. Members encouraged to renew early in order to be included in the club's 2016 Membership Roster. 33 renewals—20 percent of club—received to date.
- Sunshine Report: Former member Walter Lawler passed away on Saturday, October 31st. He was 85 years old.

### OLD BUSINESS:

- Club is still looking for a Call Tree Chair to take over for Margie Ives. Send nominations to Jim Villers.
- Club is still looking for inputs & photos from family members or close friends of deceased club members for the "Final Tour" memorial page on the club's website.
- "Wings & Wheels" Meet Improvements Committee will meet in December. Mark chairing the committee.

### NEW BUSINESS:

- Annual Awards Banquet & Board Induction Ceremony:
  - Founders Inn, Saturday, 16 January 2016
  - Discussed process for determining awards. (Most awards determined by number of shows members participated in & awards won. Data collected by Skip Patnode.)
  - Announcement to be placed in *Mud Speck* asking members to bring in annual award trophies to Nov or Dec dinner meetings so can be engraved with 2015 winners.

### OTHER BUSINESS:

- None.

The next TRAACA Board Meeting is Wed, 2 December, 6:30 PM at the Holiday Inn—Norfolk Airport.

There being no further business, the meeting was adjourned at 6:59 PM.

Respectfully submitted, Mark McAlpine, Vice President

**Merry Christmas and  
Happy New Year!**



# TRAACA Annual Silent Auction

## Thursday, November 19, 2015

Story by Marion McAlpine. Photos Bob Stein and Mark McAlpine.

The air is crisp, the days are getting shorter, and the tree leaves are changing colors, which means fall has arrived. It's also time for the annual TRAACA Silent Auction.

Every November members of the TRAACA empty their attics and garages to offer "stuff" to be bid on & sold in a silent auction held in conjunction with the club's November dinner meeting. Traditionally, this event tends to be one of the club's most popular activities. And this year continued the tradition with almost 70 members attending.

The money raised from the Silent Auction helps subsidize the cost of club events such as our annual Holiday Party in December and the Annual Awards Banquet & Board Induction Ceremony in January.

The donated auction items filled the tables around the perimeter of the room. (Members contributed so many articles this year that the hotel staff had to bring in extra tables.) It was a fairly friendly competition, without too much hovering around tables to protect and poach bids. Everyone had a great time and almost everything brought to the auction went to new homes.

This year's top item was a weekend stay at a condo in the Outer Banks of North Carolina, generously donated by TRAACA member Bob Hanbury. This year the winning bidders for the condo stay were Neil & Marty Sugermeyer. Enjoy the romantic getaway you two lovebirds!



*(L-R) Bill Coburn, Tony Scarpelli, and Charlie Daniels*



*(L-R) Rosemarie & Tom Poe conversing with Linda Treadwell*



*It wouldn't be a TRAACA activity without food!*



*(L-R front) Jonathan Lichtenstein & Scott Hancox examine items*



*TRAACA members planning their bidding strategies*



*New TRAACA member Cindy Overton checking potential treasures*

# AACA Central Division Fall Meet

## Houma, LA

### November 5-7, 2015



**Story by Bob Parrish. Photos by Dot Parrish and Gayle Bourgeois.**

Dot and I traveled to Houma, Louisiana, to attend the AACA Central Division Fall Meet hosted by the Louisiana Region on November 5th-7th. This was the first national meet held in Louisiana since 1977. It was held at the Houma-Terrebonne Civic Center and the host hotel—the Marriott Courtyard—was right behind it.

We arrived on Thursday evening in time to attend the ice cream social at the Houma's Regional Military Museum. There also were tours on Thursday and Friday to local plantations, an alligator farm, and other attractions for those attending the Meet.

Friday night was "Cajun Night Festivities," which included a shrimp boil where they served jumbo shrimp with their heads still on, which is the local method of serving shrimp (not necessarily acceptable by Dot, as she could not eat anything that was looking back at her). There also was plenty of jambalaya and live Cajun music, all of which was excellent.

Saturday was dampened by on and off drizzle all day. There were 153 cars registered and about 125 showed up. There were a lot of DPC cars at the Meet because many of the members of this chapter tend to drive and enjoy their cars. Vehicles at the Meet included a beautiful 1932 Duesenberg dual cowl Phaeton and a very rare 1921 Bour-Davis 21S touring car, the only known surviving example of this vehicle (and the only automobile ever manufactured in Louisiana). There were many other beautiful cars in the show, including a 1958 Chevrolet Corvette "fuelie," a black 1958 Chevrolet Impala with 13,000 original miles, and a 1958 Chevrolet Bel Air that had been completely restored and was being shown by the original owner. These cars made me feel at home. The local Auto Zone store manager and staff were at the Meet giving away various car cleaning items. What a nice touch. The awards banquet Saturday night was well attended. The table decorations were cypress knees (the wood projection above a cypress tree's roots) crafted by a local chapter member.

We departed on Sunday morning and headed to New Orleans to visit with a cousin, who gave us a tour of the city (after a wonderful brunch at the Southern Yacht and Country Club). We saw areas that had been affected by Hurricane Katrina & areas where the levees were breached during the storm, devastating much of New Orleans. He took us on a walking tour of the French Quarter, where we looked for and found Muffuletta sauce (a special olive spread) for Bob Hanbury. We returned home by way of Pensacola, FL, to visit the Naval Aviation Museum and some old friends. We enjoyed the Houma Meet very much since we had not been to New Orleans in about 25 years.



*1921 Bour-Davis 21S touring car—the only known survivor*



*1932 Duesenberg SJ*



*1958 Chevrolet Bel Air*



*1937 Studebaker pick-up truck*



# The 9th Annual Henry B. Joy Tour

Story and photos by Bruce Sedel



*Bruce Sedel & Gil Seibel in front of Bruce's 1949 Packard on the Henry B. Joy tour*

The month of September is definitely old car touring time, and one of the best tours that I've participated in in recent years was the 9th Annual Henry B. Joy Tour in Front Royal, Virginia, on September 13-17, 2015. The tour was hosted by Packard's Virginia.

The Henry B. Joy Tour is held by The Packard Club in commemoration of Henry Bourne Joy, one of the pioneers of the Packard Motor Car Company and its president from 1902-1926. Joy led the company from the horseless carriage age through the early days of motoring, and established Packard as one of the most respected automobile manufacturers in the world.

The tour concentrated on the spectacularly beautiful Blue Ridge Mountains, the Shenandoah Valley, and famous Shenandoah River. For Packard enthusiasts participating in the tour, it was four days of absolute glory. As many as fifty Packards, ranging from a 1924 inline 8-cylinder open touring sedan to a 1957 supercharged V-8 4-door town sedan, and a myriad of other Packard models, arrived from as far away as Michigan and Nebraska. As for TRAACA participants, I drove my 1949 Packard Super Deluxe sedan and Jere Avenson and Bill Wilcox drove Jere's 1954 Packard Patrician.

The tour began on Monday with a drive down historic U.S. Route 11 towards New Market, VA, where we visited the site of the famous Civil War Battle of New Market and



*Bruce's 1949 Packard Super Deluxe*

toured the Virginia Museum of the Civil War and New Market Battlefield Military Museum. After lunch we drove north six miles to watch potato chips being made at the Route 11 Potato Chips factory in Mount Jackson, VA. We viewed the facilities and sampled some of their nine gourmet chip specialty flavors. Leaving there we crossed the North Fork of the Shenandoah River by driving through the Meem's Bottom Covered Bridge. At 204 feet, it is the longest covered bridge in Virginia and has been around in various forms since 1868. What a great day!

On Tuesday we headed north towards Winchester, with our first stop being the Museum of the Shenandoah Valley. This is perhaps one of the most beautifully presented museums anywhere in Virginia, with extensive exhibits portraying the everyday life, art and culture of settlers and descendants of the Valley over the last two centuries. Adjacent to the museum is the elegant Glen Burnie House and Gardens. Constructed circa 1790 by Robert Wood, son of Shenandoah Valley surveyor, James Wood, the property remained in the Wood family until the final descendent, Julian Wood Glass, Jr. died in 1992. Prior to his death, Glass created the Glen Burnie Foundation and Trust. The property was opened to the public as a national historic landmark in 1998. The museum, house and gardens are absolutely breathtaking and should top anybody's list of the most must-see museums and historic landmarks in the Commonwealth of Virginia.

After lunch at the Museum, our caravan of Packards headed down historic U.S. Route 50 for about 12 miles to the nearby quaint village of Millwood, VA, the home of the Burwell-Morgan Mill. Just as though you stepped back in time, there you are witness to the oldest known operational grist mill in North America that originally opened in 1785. Operating continuously until the 1950s, the mill fell into hardship and disrepair until it was acquired by the Clarke County Historical Association in 1964. After major renovations, the mill reopened in 1972 and was subject to a second substantial refurbishment in 1997. History has never been so alive in the Shenandoah Valley. Another fabulous day!

Day 3 began with a visit to the world famous Luray Caverns, which have drawn tens of millions of tourists since their discovery in 1878. Immediately following a guided tour of the caverns, most of our group walked next door to the Luray Antique Car Museum. The collection, which has expanded over the years, has evolved to become one of the finest and most unusual automobile collections depicting the early age of motoring. The caverns and museum can only be described in one word: awesome!

We left the caverns at lunchtime and headed across the town of Luray to the historic and world famous Mimslyn Inn. The inn was the creation of hoteliers Henry and Elizabeth Mims, who envisioned an inn that would offer the

finer touches in life. When construction of the inn was originally completed in 1931 it was hailed as an architectural masterpiece. Today, more than 80-years later, the historic landmark inn continues to welcome countless numbers of travelers to some of the finest food and accommodations known in the region. No trip through Luray would be complete without at least stopping for lunch at the Mimslyn! Our tour group enjoyed an absolutely fantastic southern-style buffet and an equally fantastic day.

On Thursday, the final driving day of the tour, a large lineup of Packards (or should I say a lineup of large Packards) headed out of the Holiday Inn host hotel a short ten miles to Belle Grove Plantation and Cedar Creek Battlefield. In 1783, Revolutionary War veteran Colonel Isaac Hite acquired 483 acres of land in Middletown, VA, on which he completed construction of the plantation in 1797. After numerous owners outside the Hite family, ownership of the plantation passed into the hands of the Hunnewell family who eventually conducted most of the restoration that exists today. Some of the authentic and period correct furnishings are not only incredible, but priceless. Even the original kitchen has been perfectly preserved. If you have not seen Belle Grove, it is imperative that you place it on your list of historic sites to visit.

Just a short distance down Route 11, we enjoyed lunch in Middletown at the Wayside Inn, a roadside inn originally established in 1797 and remaining today as the longest continuously operating inn in North America. Parts of the original inn guest register on display show the handwritten names of some of the travelers who stayed at the inn as they passed through town. In the 1900s some of the guests in the register even listed the makes of the automobiles they drove—Packards, Wintons, Franklins, Pierce-Arrows! To imagine those early days of motoring when the wealthy traveled across the lands in these fine automobiles is really something. Even President George Washington stayed at the inn. As the story goes, the inn was contacted by President Washington's staff, who said the President wanted to stay at the inn. The innkeepers wrote back asking what food items the president would favor and the response was that President Washington's favorite food was dessert and his dessert choice was Apple Brown Betty. Today, the inn is known for serving the tasty original recipe, and it appeared that the guests on this day appreciated the authentic southern favorite perhaps as much as President Washington had!

After lunch our tour split up, with part of the group (mostly the men) going to the White Post Restorations facility and the other (mostly the women) going to the shops in Old Town Winchester. The restoration shop, located in tiny White Post, VA, is currently run by a fourth-generation family member, Billy Thompson, III, and the facility is renowned as one of the finest restoration shops in the country. Old Towne Winchester has been transformed into a walking promenade of shops and restaurants and is a huge tourist attraction in the City of Winchester.

Thursday night, the tour's traditional going away

banquet was held in the Washington-Jefferson ballroom of the Holiday Inn. Two of the participants—Gunther Hoyt and his son Harry, from Roanoke, VA—treated the banquet crowd to a collection of film shorts in which the great automobile—Packard—had feature roles. (“What a shame,” said detective Sam Spade, played by Humphrey Bogart in the movie *“The Big Sleep,”* as a crane lifted a 1934 Packard Super Eight sedan out of the East River.)

On Friday morning, as the tour wrapped up with all of the participants and their Packards heading out for home, all I could say was “an absolutely fantastic time was had by all!”



*1935 Packard 12 roadster*



*1940 Packard 120 convertible*



*1948 Packard Station Sedan*



# Still Collecting Stuff — Antique Toys

By Terry Bond

As the Christmas season approaches, what better topic to introduce than TOYS. If I'd not collected so many other things I probably would have concentrated on early toys; however, they seem to always have been just a bit out of my price range, so I've contented myself with occasional bargains.

I did want to begin at the earliest days of the automobile and let you learn about and see some things that make this area of collecting so special. This article is the first in a series.

First we'll look at the earliest and best European toys. Less expensive "penny toys" will comprise another photo-essay, while cast iron and other American toys will round out the series. I'm going to do this each year at Christmas time, so we'll take a closer look at later years in the future. I think there is enough material to last a few seasons!



*Guntherman toy car w/driver—circa 1900-1902*

In the early 1900s, as the automobile was first being seen in larger European cities, children's toy cars quickly became popular. Trains, steam engines, boats and other mechanical playthings were already being made, so it was only natural that the earliest manufacturers would also offer toy automobiles. The automobile itself was a plaything for the wealthy and elaborate toy versions were popular for their children.

These early toys were made from thin sheets of steel, plated with tin (hence the name "tinplate"), and were often hand painted. Later, lithograph printing was used. The toys were hand assembled, using tab & slot technology. Some more elaborate toys featured solder joints, and much additional hand-applied



*An early tinplate, clockwork toy automobile, maker unknown—circa 1903*

decoration including pin striping. Although these fancier automobiles were intended for sale to wealthy families, less expensive, smaller toy cars soon began appearing for sale by street vendors. These were actually known as "penny toys." Today these toys represent an entire

specialized area of collecting to enjoy.

The earliest toy cars appeared in France and Germany. There were hundreds of different manufacturers, but the most notable examples came from Nuremberg, Germany. A



*Lehmann "Tut-Tut" with original box—circa 1907*

thriving toy industry had already been established there by the late 1800s. Names like Bing, Burg, Carette, Guntherman, Lehmann, Lutz, and Marklin are well known among serious collectors as being top of the line. There were many other less prolific manufacturers throughout Europe, and today occasional examples from unknown makers will turn up. Most were clearly marked, however, and simple research will help you confirm their identity and learn more about them.

Most of them used clockwork mechanisms, key-wound, to make them operational. Still others incorporated heavy flywheels. Lehman was known as a serious innovator who also added mechanisms to provide movement to drivers. They were one of the earliest companies to produce such novelty toys that featured passengers holding spinning umbrellas, drivers that would steer the vehicles in circles, etc., while other manufacturers simply made cars that would go once wound up. One unique toy called a "tut-tut" featured a bellows-operated horn. Lehmann also produced the first example of a passenger bus.

The more expensive toys featured opening doors, beveled glass windows, brass and nickel plated lamps, rubber tires, and even pieces of luggage. They are works-of-art. Many variations exist in both size and colors among these early toys. Since there was so much hand-work involved with these early pieces, there are often many differences between what would seem to be similar versions. The early limousines made by Carette are the most valuable and most amazing toy vehicles ever produced. Available in several different sizes and color combinations, they offered almost everything the real counterpart offered except a running engine!

Among the most affordable of the early tin toys are those manufactured by Bing. Bing was a prolific manufacturer and their toys were well made, ensuring long-term survival. Among my favorites are their early Model Ts and their "garage sets." You could buy Bing cars individually or in pairs as "sets"



*Bing two-car set with garage—circa 1909*





*An early Carette limousine—circa 1905—complete with beveled glass windows, opening doors, passengers and their luggage*

complete with their own garages. I've encountered very nice two-car sets with the garage in the \$500 range.

An Internet search will give you a quick education on what is rare and the price ranges. There also are specialty auction houses and their catalogs, along

with Internet resources, which can be tremendous tools.

Originality is important. Restoration to paintwork, plating, or the replacement of missing parts can seriously detract from a toy's value. There is a thriving industry making new parts for these early toys, particularly those made by Carette. Replacement drivers, passengers, even lamps can be found on the Internet. There are professional toy restoration experts available to advise and assist with rare items.

I'll recommend some references for your enjoyment as these articles progress, but any collection, whether it consists of only a few pieces or fills a museum, can benefit from having reference works close at hand. I recommend you begin with the website <http://www.artofthetintoy.com>. David Pressland is considered an absolute expert and has perhaps the finest existing collection of early tin toys. His book "Art of the Tin Toy" is considered the standard reference work.

Cleaning these objects of art requires careful research and a gentle touch. I recommend nothing more than clear water and a cotton swab to begin with. Solvents of any kind can damage toys. Trying to bring back the "shine" in an old toy by using spray polish, automobile polish, or any other such item can cause irreparable damage, seriously decreasing value. I've seen many lithographed tin toys that begin losing their paint a few years after being clear-coated or sprayed with wax or other products. For damaged toys, trying to bend them back in shape can crack delicate paint surfaces break the thin metal tabs, rendering them valueless.



*Two wonderful toy cars by Carette from my collection—circa 1903*

Since these more expensive toys are indeed objects of art, they need to be treated to the same kind of treatment any similar item would get. Do not attempt to work on them unless you know what you are doing. Talk to

experts. Do some research, and—above all else—do no harm. It's better to leave an old toy unrestored than to ruin it by attempting to repaint it or make replacement pieces. It's best to save your money, do the research, and buy a few pieces at a time from reputable dealers. Of course the bargain can pop up in surprising places, so armed with some knowledge you'll be safe. One great piece is better than a shelf full of junk!

As we close, I thought you would enjoy seeing one of the more valuable toy automobiles existing—the circa 1904 Gordon Bennett Race Car by Guntherman. This amazingly pristine toy has sold in excess of \$25,000.00 at auction.

Meantime, enjoy the pictures. I hope Santa brings you lots of great stuff for your collections!

*Terry Bond*



*Lehmann autobus—the first toy bus known to be made—circa 1906*



*Gordon Bennett toy racecar by Guntherman of Germany—1904*



*Another variation of the Gordon Bennett toy racecar, this one produced by Bing—circa 1902-1903*

## Caught in the Headlights—TRAACA Members & Their Cars

### *Bob Parrish's 1958 Chevrolet Impala*

Story as told to Matt Doscher. Photos by Matt Doscher



*Bob Parrish's 1958 Chevrolet Impala*

Bob Parrish has always loved the styling and look of the 1958 Chevrolet Impala, having owned two previously: an Anniversary Gold hardtop and an Aegean Turquoise convertible. After selling his convertible several years ago, Bob just had to have another one, something I'm sure most of us car hobbyists can relate to! Bob quickly began searching for his third Impala and ran across an ad for a 1958 Impala in the July 2013 print issue of the Vintage Chevrolet Club of America's *Generator & Distributor* magazine. The ad did not contain any pictures of the car, so Bob contacted the seller, a gentleman from Cumberland, MD, to request some pictures.

Originally assembled in Los Angeles, CA, the history of this Impala is largely unknown. The seller had owned the Impala for 22 years and seemed to have taken good care of it by having the drivetrain & front end rebuilt and a new interior installed. After seeing the pictures and finally settling on a price, Bob purchased the car in July 2013. Bob has since had both the front and rear chrome bumpers replated and the Onyx Black paint buffed and polished.

Bob's Impala has black vinyl bench seats with black, silver, and turquoise-striped cloth appointments in the seat backs and bottoms; this particular pattern is unique to Impala's painted Onyx Black. The door panels feature the same striped pattern, which nicely complement the seats. The Impala is equipped with the 250-HP "Power Pack" option which consisted of a 283-ci V-8 engine with heads having a higher-than-stock compression ratio, a 4-barrel Rochester carburetor, and dual exhaust. Power steering, power brakes, a two-speed Power Glide automatic transmission, and a 3.36 rear end round out the drivetrain.

1958 was the inaugural year for Chevrolet's Impala and it was also the first year for quad head lights, which is true for the majority of the Detroit automakers. Another unique feature regards the bumpers on the 1958 Impala as those built in Los Angeles had 1-piece bumpers compared

to 3-piece bumpers on Impalas built elsewhere. You'll notice the 1-piece bumper on Bob's '58.

The wooden 56.4 inch "yardstick" that Bob is posing with in the photo [on the front cover] is actually a tool that a Chevrolet salesperson would have used in 1958 to demonstrate to prospective buyers "The *New Measure of Really Modern Styling!*" It featured front head room and leg room dimensions, as well as the low overall car height of 56.4 inches.

Bob still has some work that he wants to do on his car. He plans to detail the engine compartment and paint the engine this winter, as well as touch up the paint on the metal package tray between the rear seat and the rear window. He also wants to install new tires with the correct 2 1/4 inch white walls and rebuild the brakes. His ultimate plan is to make his Impala a nice touring car and get it AACA Driver Participation Class (DPC) certified. Considering Bob's craftsmanship and attention to detail, that shouldn't be a problem.



*The Impala's black, silver, and turquoise-striped cloth interior*



*The 1958 Chevrolet Impala's 283-ci, 250-hp V-8 engine*

# The Summer of '57

Story and photos by Charlie Dawson

(This is an updated version of an article printed originally in the June-July 2014 issue of the Chevrolet Nomad Association's newsletter "The Nomad Post" and is reprinted with the permission of the author and club.)



Charlie Dawson's 1956 Chevrolet Nomad

I purchased my 1956 Chevrolet Nomad in June 2011, but I had wanted one since the summer of 1957. I'll get back to what happened that summer of '57 to burn the desire to buy a Chevy wagon into my brain. But first . . .

My history of being a Chevy lover is a long one. My first car was a 1954 Chevrolet Bel Air. It was painted flat black with a paint brush, and it actually looked good! Maybe my vision was impaired, as I was in the 10th grade, and I guess any car a 10th grader has is going to look good to him or her. In my senior year I moved up to a 1957 2-door 210 Chevy with a 283-ci V-8 engine and 3-speed manual shifter on the column. I lost a bunch of right-hand girl-grabbin' time changing those gears!

So 35+ years flew by, my two boys were on their own, and life was good, so I bought a show quality, all original 1957 Chevrolet Bel Air 2-door hardtop coupe. I followed up this purchase with a 1957 Bel Air convertible, which was also a show quality, original car by the time I finished working on it. I feel like I am paying back the car gods for all the abuse I inflicted on my Chevys during high school. Several Chevys have come and gone over the past five years, but I am only going to mention my "keepers" before I get back to the summer of '57.

My "keepers" include a 1957 Corvette, restored and sitting on a 1984 Corvette chassis; an all original 1963 Impala SS convertible with a 327-ci/300-hp engine; a 1963 Nova SS convertible with a 327-ci/300-hp and 4-speed transmission; and finally, or so I thought, my 1956 all original Nomad with a 265-ci V-8 and Power-Pack option (4-barrel carburetor and dual exhaust). My Nomad finally brings me to my summer of 1957 story.

While I believe that numerous children of baby boomers may have been conceived in a mid-to-late-1950s Chevrolet, I was only nine years old in 1957 so my story has nothing to do with getting lucky in a '50s Chevrolet.

My dad was a young naval officer stationed in San Diego and was transferred to the East Coast in 1957. He bought a 1956 Chevy station wagon and a small camping trailer, packed us up, and headed east, enjoying the GI's American dream. Our family spent the summer of '57 "seeing the USA in our Chevrolet." We crisscrossed the entire country and Canada, visiting all the wonderful national parks and places of interest in our beautiful 48 states. [For those of you counting, Alaska and Hawaii did not become states until 1959.] Every place we stopped seemed to be more beautiful than the previous one. All of the national parks left the best memories a 9-year-old boy could ever wish for.

My dad was just like all the other GIs. He would always buy and install on the car window a souvenir travel decal for each of the national parks we visited. All of the parks' gift shops at the time carried American Indian-themed souvenirs for the kids, and they all became special treasures for me.

So, in the summer of 2011, 54 years later, I bought a 1956 Nomad from a guy who had inherited it from his father. His late father had been born in the same year as my father—1919. I spent the next ten months completing a body-on restoration and having the engine rebuilt. I had no intentions of ever selling this car, but in 2013 a member of the National Nomad Association saw the article in the club's *The Nomad Post* newsletter, was convinced her father had helped build my Nomad when he worked at Chevrolet's Atlanta plant, and made me an offer I couldn't refuse. I had recently purchased a 1957 Nomad, so I reluctantly parted with the '56.

In honor of my dad, and for the memories I still have of that wonderful cross-country trip, I had purchased a souvenir travel decal from most of the national parks we visited that summer and installed them on the windows of my '56 Nomad. Whenever I drove it, or just walked by it, my eyes would train on those travel decals and I would drift back to the summer of '57 and my family's wonderful cross-country trip.



The interior of Charlie's 1956 Nomad



The 1956 Nomad's 265-ci V-8 engine



## Where and When was the Last National Meet You Attended?



By Mel Carson, AACA Secretary—Treasurer  
(Reprinted from the Fall 2015 AACA *Rummage Box* newsletter)



The Regions of AACA produce many outstanding and impressive National Meets and Tours each year. The Meets and Tours Calendar is published in each issue of your “*Antique Automobile*” magazine and is also located on the AACA website. These Meets and Tours take place in

areas that are easily accessible to the majority of AACA members, and yet only a small proportion of AACA members attend. We are missing something important to our club and heritage of preserving automotive history by not attending these Meets and Tours on a regular basis. Make it a point to check the calendar well in advance and plan to attend one or more National Meets and Tours in 2016—with your antique automobile!



## Fundamentals of Tires in AACA Judging



By Eric C. Marsh, AACA CJE Instructor

(Reprinted from the November-December 2015 AACA *Antique Automobile* magazine)

*In AACA judging, one of the areas with the potential for the largest deduction of points is tires. Because of the many questions (and sometimes confusion) surrounding the authenticity of tires, AACA Vice President for Judging Herb Oakes asked Eric (“Rick”) Marsh, who teaches the Continuing Judges Education class on tires to write the article below and asked each Region to publish the article in its newsletter.*

The Antique Automobile Club of America can trace its history to 1935 when Ted Fiala and Frank Abramson were seeking like-minded individuals who were motivated to find and preserve early antique automobiles. These early participants located vintage vehicles, got them running, drove them and occasionally participated in derbies. This evolved into annual spring and fall meets, with the first classifications for display originating in about 1947. The current AACA judging program, with expanded classifications and rules for judging, came into being in the early 1960s.

At each meet today, AACA members have the opportunity to place their vehicles on the field in either Drivers Participation Class (DPC), Historic Preservation of Original Features (HPOF) or AACA Class Judging. AACA’s Official Judging Guidelines’ General Policy is the cornerstone for how vehicles are presented on a field at all AACA national meets. It states, “The objective of AACA judging is to evaluate an antique vehicle that [is presented in] the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives

for the model year of the vehicle. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways or highways.”

The shorthand version for vehicle owners is “factory built, intended for highway use and supported by factory documentation.” This is the foundation for every AACA judging school and owners briefing at every AACA national meet. When seeking top awards, it is of paramount importance that each vehicle owner understand this and do their level best to get their vehicle in compliance supported by factory documentation. Most owners take this task very seriously and research their vehicles extensively during the restoration or preparation process. When a judge asks a question about the vehicle, they are prepared for a history lesson. In AACA, it is up to the owner to restore the vehicle correctly, not the judge.

AACA judges are instructed to review vehicles for authenticity first and workmanship second. Judges are all volunteers who study their craft at their own expense in an attempt to build a personal knowledge base and experience. This is no small task, as at any AACA meet, they could be judging a vehicle that originated from one of more than 2,800 manufacturers. The Continuing Judges Education (CJE) program offers nearly 25 subjects to assist in this exercise. One of those courses deals with tires and is available at most AACA national meets.

Many AACA judges and the occasional owner attend CJE classes at each AACA national meet and will often comment that they feel the subject of tires to be complex and even somewhat overwhelming. They’ll refer to the multiple-page ads in *Hemmings* and question how anyone

can be on top of it all.

It is suggested that everyone take a breath and attempt to focus on the fundamentals: first, look for size/type; second, inspect condition. There are seldom issues with size. Most deductions are the result of incorrect type, and occasionally for less-than-perfect condition (wear, cracked sidewalls, yellowing of whitewalls, etc.)

A brief review of history is helpful when determining what type of tire is correct for a vehicle. As the timeline illustrates, early automobiles basically used wagon wheels with iron bands, followed by hard rubber over the iron bands, then solid rubber, and ultimately pneumatic tires (with inner tubes) through WWII and into the 1950s. Tubeless-type bias-ply tires became the norm in 1955 (1954 on Packard) and continued into the 1970s. Radial tires were developed and offered since 1945, but were not utilized by car manufactures due to higher cost. They were identified with a standard numbering identification still used today called Euro-metric. General Motors started offering them in 1967 (the Buick Skylark owner's manual has almost a full page listing various sizes and types), followed by Ford in 1969 and Chrysler in 1973. The conversion from bias ply to radial was a multi-year process.

In the 1970s, U.S. tire manufacturers started converting from standard- to metric-scale measurements, an exercise that lasted only about three years before being abandoned. The P-Metric radial tire was introduced in 1979, and both Euro-metric and P-Metric tires have been in use ever since.

Vehicle owners utilize factory documentation and judges verify by reviewing those documents. Finding or replicating original parts can often be an ambitious and challenging exercise. The popularity of the collector-car hobby caught the eye of American business. Following WWII, Firestone Rubber began making tires for antique vehicles. Some aftermarket companies came on board later and collectors soon found that with a little hunting, tires could be procured.

Supply was driven by popularity and demand. For

many years tires were available in the sizes needed, or within one size up or down. One size up or down accommodated those who had vehicles with bias-ply tires. With the increasing demand for radial tires in the 1960s and '70s, bias-ply tires were on their way out. Some tires from the early 1970s (whether radial or bias ply) are not popular enough to justify production and are either scarce or are not available at all today, so a conversion chart is used to get something close. The chart says 225/75R15 and P235/70R15 would be the same size as the unavailable HR78-15, but we know that the P-metric version came about in 1979 and is therefore not "of the era." The 225/75R15 radial is of the era and available and qualifies as an acceptable conversion from the HR78-15.

There has recently been an unfortunate disruption in the restoration process from the tire supply chain. First, customers are often being sold what is in inventory rather than what they need for an authentic restoration; second, some radial-type tires are now being manufactured to look like bias-ply tires. The facsimile tires are not authentic and are therefore non-compliant with AACA's General Policy nor with the factory documentation of the vehicle. Some people have restored their vehicles using these tires and received appropriate point deductions. In some cases this was a lack of due diligence on the part of the vehicle owner. In other cases, it was a conscious act on the part of the supplier rep in knowingly having sold the wrong tires.

AACA is a club, but it is also committed to educating, making sure the public understands the history of antique vehicles through the proper presentation of them. Completing a correct restoration can often be an arduous task. When it comes to tires, you have to not only know what is correct, but also what is incorrect.

#### **Tire Timeline:**

1895 – 1918: wagon wheels  
 1900 – early 1970s: bias construction – tubes/tubeless  
 1945 – present: radial tires  
 1979 – present: P-metric radials

## **The Complete Toolbox**

*Tools every mechanic should have in his/her toolbox.*

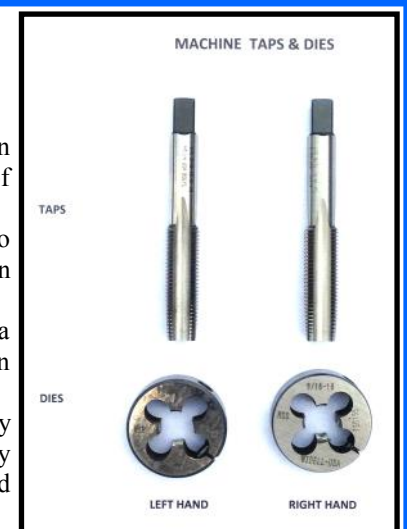
This month's suggestion specifically targets those damaged wheel studs and nuts that often crop up on our old cars. It also offers some ideas for cleaning up the wide spectrum of fasteners used throughout the automotive universe.

The items shown are the 9/16" NF taps & dies for my 1929 Dodge. They are similar to most wheel studs, with the added complication that right-hand threaded lugs nuts are used on one side of the car and left-hand threaded lugs nuts are used on the other side.

Whenever fasteners are rusty, damaged or difficult to remove and reinstall, it's a good idea to run a die down externally threaded items such as studs and bolts and to run a tap down internally threaded items such as nuts and threaded holes.

So, where does one get left-handed taps and dies? Certainly not at Home Depot! My favorite resource for all things weird is McMaster-Carr, the world's largest industrial supply store. They have a great website ([www.mcmaster.com](http://www.mcmaster.com)) that's easy to use, and an order placed early one day is on your doorstep the next.

*(Suggested by Andy Ott)*



# Classic Car Songs Lyrics Quiz

By Marion McAlpine

Many of us grew up listening to some of these songs when we first learned to drive and others will recognize them from classic radio and TV shows (or commercials) today. Test your memory by filling in the missing words in the lyrics below. (The answers are at the bottom of the page.)

- 1) My pappy said, "Son, you're gonna' drive me to drinkin'  
If you don't stop drivin' that \_\_\_ \_ \_\_\_\_." (Sung by Commander Cody)
- 2) See the USA in your \_\_\_\_\_. (Sung by Dinah Shore)
- 3) She's real fine, my \_\_\_\_\_. (Sung by The Beach Boys)
- 4) I was cruisin' in my \_\_\_\_\_ late one night  
When an \_\_\_\_\_ pulled up on the right. (Sung by Jan and Dean)
- 5) I took my \_\_\_\_\_ down to the track  
Hitched to the back of my \_\_\_\_\_. (Sung by The Rip Chords)
- 6) Honey I just wonder what it feels like in the back  
Of your pink \_\_\_\_\_. (Sung by Bruce Springstein)
- 7) Come away with me Lucile in my merry \_\_\_\_\_  
Down the road of life we'll fly automo-bubbling you and I.  
(Sung by Billy Murray and later by Bing Crosby & Judy Garland)
- 8) Little red \_\_\_\_\_  
Baby you're much too fast  
Little red \_\_\_\_\_  
You need a love that's gonna last. (Sung by Prince)
- 9) Oh Lord, won't you buy me a \_\_\_\_\_?  
My friends all drive \_\_\_\_\_, I must make amends. (Sung by Janis Joplin)
- 10) While riding in my \_\_\_\_\_, what, to my surprise,  
A little \_\_\_\_\_ was following me, about one-third my size.  
The guy must have wanted to pass me up  
As he kept on tooting his horn. Beep! Beep! (Sung by the Playmates)
- 11) And she'll have fun, fun, fun  
Till her daddy takes the \_\_\_\_\_ away. (Sung by the Beach Boys)
- 12) \_\_\_\_\_ Sally  
Guess you better slow that \_\_\_\_\_ down. (Sung by Wilson Pickett)
- 13) Cruising the highway, getting my kicks  
Nothing can match my. . . \_\_\_\_\_. (Sung by Paul Revere and the Raiders)
- 14) I'm a \_\_\_\_\_, honey. Beep! Beep!  
I'm a \_\_\_\_\_, honey. And you can't keep up with me. (Sung by Bo Diddley)
- 15) Little \_\_\_\_\_, you're really lookin' fine  
Three deuces and a four-speed and a 389  
Listen to her tachin' up now, listen to her why-ee-eye-ine. (Sung by Ronny and the Daytonas)

**ANSWERS:** 1) Hot Rod Lincoln (song *Hot Rod Lincoln*); 2) Chevrolet (song *See The USA In Your Chevrolet*); 3) 4-0-9 (song *She's Real Fine My 409*); 4) Stringray, XKE (song *Dead Man's Curve*); 5) Cobra, Cadillac (song *Hey Little Cobra*); 6) Cadillac (song *Pink Cadillac*); 7) Oldsmobile (song *In My Merry Oldsmobile*); 8) Corvette (song *Little Red Corvette*); 9) Mercedes-Benz, Ford-sches (song *Mercedes Benz*); 10) Cadillac, Nash Rambler (song *Beep, Beep, Beep*); 11) T-bird (song *Fun, Fun, Fun*); 12) Mustang (song *Mustang Sally*); 13) SS 396 (song *SS 396*); 14) Roadrunner (song *Roadrunner*); 15) GTO (song *GTO*)



## AACA Calendar of Events

[http://www.aaca.org/Calendar/aaca\\_calendar.html](http://www.aaca.org/Calendar/aaca_calendar.html)

### FEBRUARY 2016

11-13 AACA Annual Meeting  
Philadelphia, PA

### MARCH 2016

17-19 Winter Meet  
Naples, FL

### APRIL 2016

7-10 Southeastern Spring Meet  
Charlotte, NC

### MAY 2016

5-7 Special Spring Meet  
Auburn, IN

19-21 Eastern Spring Meet  
Vineland, NJ

### JUNE 2016

2-4 Annual Grand National Meet  
Williamsport, PA

10-12 The Elegance at Hershey  
Hershey, PA

12-17 The Sentimental Tour  
Salisbury, NC

### JULY 2016

17-21 Founders Tour  
Huntington, PA

31- National Division Tour  
3 Aug Richmond, VA

### AUGUST 2016

11-13 Southeastern Fall Meet  
New Bern, NC

### SEPTEMBER 2016

11-16 AAA Revival Glidden Tour  
North Conway, NH

### OCTOBER 2016

5-8 Eastern Fall Meet  
Hershey, PA

20-22 Central Fall Meet  
Houston, TX

### NOVEMBER 2016

5-11 Reliability Tour (Pre-1916)  
Savannah, GA

### FEBRUARY 2017

9-11 AACA Annual Meeting  
Philadelphia, PA





# Happy 60th Anniversary, TRAACA!

*(Photographs provided by Bob Stein, Al Mercer, and Ivan Joslin)*

The Tidewater Region of the Antique Automobile Club of America (TRAACA) was chartered on February 4, 1955, becoming one of just 34 regions in the country at the time. Since then, the club has grown from 10 members to over 170 families & the AACA has grown to 366 regions. Each issue of *The Mudflap* this year highlighted some aspect of our club's history. This last article has photos of some of the TRAACA's past presidents. (Unfortunately we can't show all.)

**Shown below are photographs of some of the TRAACA's past presidents. See how many you can identify.**



**ANSWERS:** 1) Bob Flora-1973; 2) Bob Parrish-1999-2000; 3) Bob Stein-2011-2012; 4) Dewey Milligan-1984; 5) Jeff Locke-1980-1981; 6) Ken Talley-2001-2002; 7) Merritt Horne-1961, 1965-1966, 1972, and 1989-1990; 8) Linda Perrin-2009-2010; 9) Mickey McChesney-2005-2006; 10) Neil Sugermeyer-1997-1998; 11) Riley Best-2007-2008; 12) Terry Bond-1993-1994; 13) Wes Neal-2013-2014; 14) Ivan Joslin-1985-1986 and 1995-1996; 15) Sam Kern-2003-2004; 16) Al Mercer-1974 and 1982-1983; and 17) Jim Villers-2015-2016.





# TRAACA MEMBERS' PAGE

## Welcome to our New Members!

**Cindy Overton**  
Moyock, NC  
- 1956 Ford Thunderbird

## Sunshine Report

Condolences are extended to the family of:

- **Walter Lawler**, a former TRAACA member, passed away on Saturday, October 31. He was 85 years old.

Our thoughts & prayers go out to the following members:

- **Evy Eacker** had knee surgery on Wednesday, November 18. She's doing well and recovering at home.
- **Marion McAlpine** had foot surgery on Friday, November 6. She's recovering well and in a walking boot.
- **Marty Sugermeyer's 98-yr old father, James Reese**, was hit by a car outside his home, suffered numerous broken bones, and is in rehabilitation.

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

## Recent Award Winners

**Hilton Head Concours d'Elegance—Hilton Head, SC**  
John & Lynn Heimerl 1935 Chrysler C-2 Imperial  
Palmetto Award

## Members celebrating anniversaries in December

**Ben & Beth Buchanan**  
**Roland & Jeanie Downing**  
**Robert & Jo Ann Green**  
**John & Lynn Heimerl**  
**Jeff & Pat Locke**  
**Ron & Tina Pack**  
**Robert & Mary Stanley**  
**Neil & Marty Sugermeyer**

## Members celebrating birthdays in December

<b>Kimberly Berry</b>	<b>Zelda Lang</b>
<b>John T. Blair</b>	<b>Brian McGarvey</b>
<b>Darlene Brown</b>	<b>Tom Norris</b>
<b>Faye Curl</b>	<b>Mary Lou Olson</b>
<b>Matt Doscher</b>	<b>Nancy Soscia</b>
<b>Evy Eacker</b>	<b>Mary Stanley</b>
<b>Sarah Flanders</b>	<b>Neil Sugermeyer</b>
<b>Sandy Hall</b>	<b>Frances Sykes</b>
<b>Ronald Hartman</b>	<b>Ken Talley</b>
<b>Missy Hespenshide</b>	<b>Jim Villers</b>
<b>Lanette Knight</b>	<b>Bob Watson</b>

## Thank You Note from Jan Pensyl

Dear TRAACA Members,

*On behalf of our family I would like to thank the Tidewater Region for the donation to the AACA Library in memory of Dick. Hopefully a cure will soon be found for this disease which is afflicting so many of our veterans. Dick always enjoyed the club activities and all of us enjoyed the old cars. What fun we had.*

*Again, thank you so much for honoring our father and husband.*

*Sincerely, Jan Pensyl*

## Thank You Note from Dewey & Maxine Milligan

Dear TRAACA Members,

*We want to thank the Club for the very thoughtful & generous gift you gave us.*

*We have thoroughly enjoyed hosting the Chili Cook-Off for the last several years, and look forward to having the Club Members over. (The neighbors also enjoy looking at the cars.)*

*Thank you for making this a special event this year, celebrating Dewey's birthday, and for the beautiful cake.*

*Thanks again, Dewey & Maxine*



*Bob Parrish enjoying some Louisiana cookin' at the AACA Central Fall Meet and showing that, unlike Dot, he's not afraid to eat something looking back at him.*



# 15th Annual Toys for Tots Car Show



**Saturday, December 5, 2015**  
**9:00 AM—3:00 PM (rain or shine)**

**DANIELS PERFORMANCE GROUP**  
20128 IWIP Road, Smithfield, VA 23430

Registration: \$30 plus one unwrapped toy per vehicle.  
(\$100 for spot inside the special display tent & Friday night party)

Free admission for spectators.

Registration: 9:00 AM to 11:00 AM

*Spectators encouraged to bring new toys to donate or make a cash donation.*

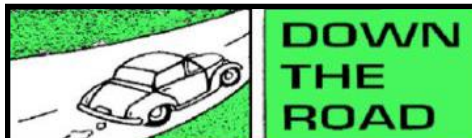
Door prizes, children's games, DJ, vendors, and great food.

Live music performance by Blind Wind!

Santa is scheduled to arrive at 12:00 PM via Nightingale helicopter!

For additional info contact Elizabeth Moose of *Toys for Tots*  
at (757) 880-7191 or e-mail her at [CallTheMoose-Team@gmail.com](mailto:CallTheMoose-Team@gmail.com).

Also see DPG website <http://danielsperformancegroup.com>.



## Other Regional/ Local Events

### DECEMBER 2015

5 Toys for Tots Car Show  
Daniels Performance Group  
Smithfield, VA

### JANUARY 2016

8-10 Hampton Roads  
International Auto Show  
Virginia Beach, VA

15-17 Auto Mania  
Indoor Swap Meet  
Allentown, PA

### MARCH 2016

25-26 Sugarloaf Mtn Region AACA  
46th Annual Antique Car  
Show and Swap Meet  
Westminster, MD

### APRIL 2016

7-10 Southeastern Spring Meet  
Charlotte Auto Fair  
Charlotte, NC

15-17 Good Guys 2nd North  
Carolina Nationals  
Raleigh, NC

20-24 Spring Carlisle  
Carlisle, PA

24 Piedmont Region AACA  
42nd Annual Carfest  
Charlottesville, VA

### MAY 2016

20-21 ODMA Meet  
Martinsville, VA

28 Twin-County Region AACA  
23rd Memories on Main St.  
Galax, VA

### JUNE 2016

3-5 Carlisle Ford Nationals  
Carlisle, PA

4 Historic Fredericksburg  
Region AACA Annual Show  
Fredericksburg, VA

17-24 Lincoln Highway Tour  
Cumberland, MD to Joliet, IL

17-19 Carlisle GM Nationals  
Carlisle, PA

*There are slim pickings for car shows over the next three months. Take advantage of the time to work on your vehicles & finish projects.*

Here are some more antique toy cars as discussed by Terry Bond in his collecting article on Pages 8-9. If you've been an especially good boy or girl this past year, maybe Santa Claus will bring you one for Christmas!



*An early De Dion Bouton-style toy vehicle made by Carette—circa 1902/1903*



*An early Marklin toy limousine—circa 1906. Note the details throughout the vehicle.*



*A great early toy racecar by Bing—circa 1905*



*A large Carette toy automobile showing great details—circa 1907*



## EDITOR'S DESK

**Mark McAlpine**

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

I hope everyone had a happy and safe Thanksgiving. Amidst all the food, fun, family & friends, football, and Black Friday sales, it's sometimes easy to overlook what the holiday is all about: giving thanks. I don't mean to be maudlin or preachy, but just want to acknowledge that I am very thankful to God for my loving, kind, beautiful, and very forgiving wife (who obviously has poor taste in men); for my parents (both deceased now) who loved me and my sister and worked hard all their lives to provide for us; for the good health I too often take for granted until I see or hear about some of the struggles others are suffering through; for being blessed to be born in the greatest nation in the world and the freedoms & way of life that bit of luck provides; for having a job that I enjoy and which allows Marion and me to be free from need or want (okay, maybe not all want—I'd still like that 1970 Chevelle or 442 convertible); and for the friends we have, especially those we've made in the TRAACA and AACA.

As you read this issue of *The Mudflap*, Hanukkah and Christmas are rapidly approaching. Over the weekend I heard John Lennon's song "Happy Xmas" on the radio and the lyrics are running through my head as I sit here typing this Editor's Note: "So this is Christmas, and what have

you done? Another year over, and a new one just begun." And as I reflect on these words, I realize—not much. The year has flown by. Marion and I did a lot (including five AACA Meets, the ODMA Meet, and the AACA Annual Meeting), but there's so much we didn't get done. Not to be morose, but I'm on the downhill slope of life at this point—I'm closer to the end of the road than the beginning (not that I'm trying to rush it). I realize that I need to prioritize better, stop wasting time, and focus on what's important. That's easier said than done, but I'll try.

I realize I'm being more serious than usual, but want to express two more serious thoughts: First, I want to thank everyone that has contributed to *The Mudflap* this year. Your articles, photos, reports on the health of our fellow members, and suggestions on how to improve it have helped inform and entertain our members (at least they've informed and entertained me—I hope they did the same for you). Second, I want to thank everyone in the TRAACA for your friendship, your advice, your assistance, and your occasional loan of tools. A club is only as strong and fun as its members, and each of you is why the TRAACA is so vibrant, so fun, and so well-respected both in the national organization and locally.

Don't forget about our annual Holiday Party—this year it's a brunch and is at the Princess Anne Country Club in Virginia Beach on Sunday, 20 December. If I don't see you this month, have a very Merry Christmas!

*Mark Mc*

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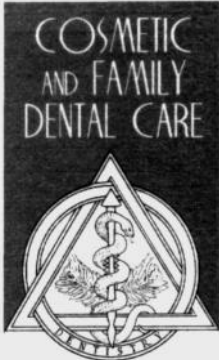
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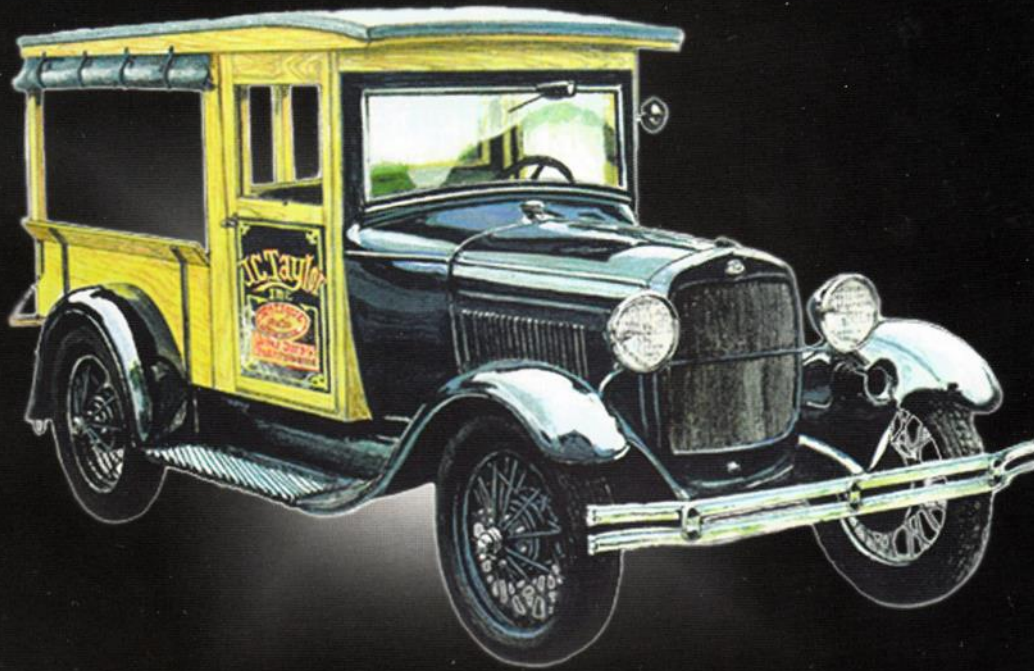
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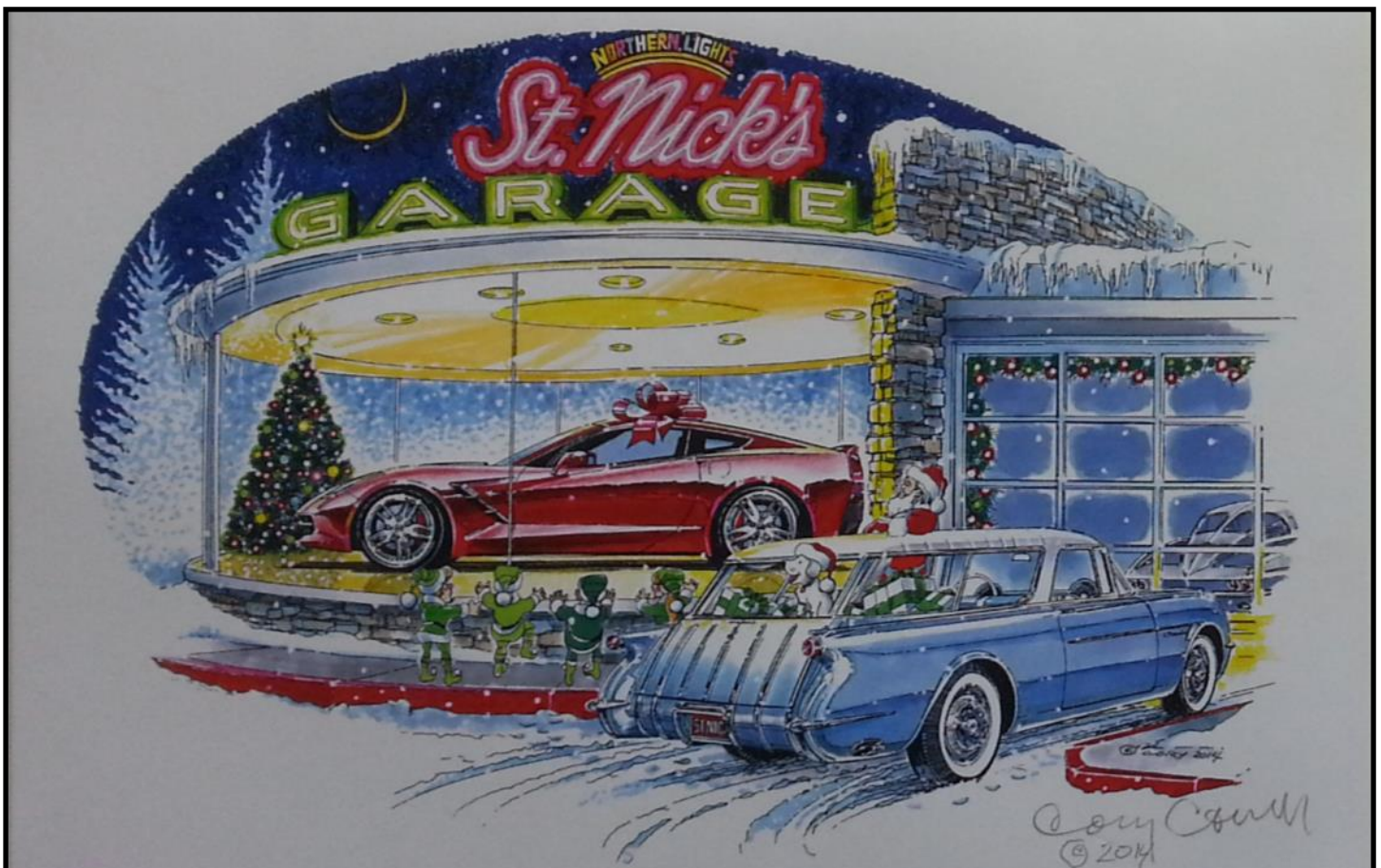
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