

# The Mudflap



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

Volume 60, Issue 12

December 2016



## *TRAACA Holiday Brunch* Princess Anne Country Club Sunday, December 11, 2016

Kick off the holiday celebrations this year by joining your fellow TRAACA members at the club's Holiday Brunch on Sunday, December 11th. This year, by popular demand, we are returning to the Princess Anne Country Club (3800 Pacific Ave) in Virginia Beach. The festivities begin at 10:00 AM as the doors open and after socializing we'll eat at 11:00 AM. The brunch buffet will include breakfast fare, an omelet station, fruit, shrimp, a beef-carving station, and various lunch and dessert selections. Terry Bond is our dinner (brunch?) speaker, and will present his now-traditional "TRAACA Christmas Letter" highlighting the people and events of the past year that help make our club so special and so much fun.

The club is subsidizing this annual event, so we hope that all members will

join us for brunch. The cost is only \$15.00 per person. There is ample parking, so use the opportunity to enjoy a Sunday drive in your vintage vehicle.

This is a "Name Tag" event—please wear every nametag you have, whether from car clubs, other clubs, even from work. The more name tags the better.

If you received one of the club's permanent annual trophies last January, please bring it to the brunch so it can be prepared for presentation to the new recipient at our Annual Awards Banquet in January.

So circle Sunday, December 11, on your calendar, and say "yes" when you receive Skip Patnode's e-mail asking if you'll be attending. Please RSVP by Tuesday, December 6th, and remember to say how many people are coming. See you there!



**CAUGHT IN THE HEADLIGHTS**—Jim Villers with his 1950 Willys CJ-3A at the AACA Fall Meet in Hershey. Read the story on Pgs 12-13.



### TRAACA CALENDAR

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

#### DECEMBER 2016

- 7 TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk, VA
- 11 TRAACA Holiday Party  
Princess Anne Country Club  
Virginia Beach, VA

#### JANUARY 2017

- 3 TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk, VA
- 21 TRAACA Annual Awards  
Banquet & Board Induction  
5:00 PM (Saturday)  
Holiday Inn—Norfolk, VA

#### FEBRUARY 2017

- 1 TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk, VA
- 16 TRAACA Dinner Meeting  
Holiday Inn—Norfolk, VA

#### MARCH 2017

- 7 TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk, VA
- 11 TRAACA Swap Meet  
Virginia Beach, VA  
*(tentative date & location)*
- 16 TRAACA Dinner Meeting  
Holiday Inn—Norfolk, VA

#### APRIL 2017

- 5 TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk, VA
- 20 TRAACA Dinner Meeting  
Holiday Inn—Norfolk, VA

#### MAY 2017

- 2 TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk, VA
- 18 TRAACA Dinner Meeting  
Holiday Inn—Norfolk, VA

# From the Driver's Seat

Jim Villers  
TRAACA President  
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December is a special month because we are substituting a Holiday Brunch at the Princess Anne Country Club for our normal Dinner Meeting at the Holiday Inn. Not only is the venue beautiful, but it is a brunch so that everyone can enjoy driving a vintage vehicle, park in the spacious parking lot, and taste the wide variety of breakfast/lunch fair at the buffet.

Terry Bond wrote such an interesting and informative "Christmas Letter" last year, covering the sixty years of the club with grace and humor, that we invited him to write another letter this year to cover whatever his imagination creates. It is always fun to hear Terry's unique commentary on the events of the year.

We are also inviting everyone to wear all of the nametags in their jewelry box—from car clubs, other organizations, even work nametags. I know that this can be a little tacky, but you need to decorate the Holiday sweater with something and this just sounded like fun.

With the holidays comes the end of our awards season. I have appointed Skip Patnode again this year to head the Awards Committee and to collect the award nominations in the multiple categories that we honor. If you qualify for an award, please pass your name to Skip so that your accomplishments can be recognized. This information is especially needed in the participation categories and for the restoration award. Don't be shy, toot your own horn.

Last month I told you of my special feelings for the national meet in Hershey and how much I enjoyed driving past the applauding spectators and onto the show field. What a surprise when I read through the current issue of

the club's *Antique Automobile* magazine to see a picture of my son and me driving our Jeep onto the Hershey field. Yes, this was a special time.

As everyone knows, I have been a Mercedes-Benz 190SL guy for a long time and I try to keep track of all 190SLs in Virginia. I have occasionally seen a red hard top 190SL around town for the past 25 years, but I have never been close enough to connect to the owner. I first saw it on Newtown Road about 1992 or so when I was out jogging. I then got a glimpse of it every few years along Shore Drive, on Virginia Beach Boulevard, or just passing it in opposite directions someplace. Despite my efforts, I could not track down the owner. This year, I saw a picture of the car at our Annual Meet and contacted Richard Hall to see if he had a registration. Like magic, I had a name and phone number. Every few months, I have a Mercedes Club Gathering at my home; I invited the owner of this "mystery" 190SL and he brought his car, a beautiful, original 1962 model with 37,000 original miles that he has owned for over forty years. It was a wonderful discovery, an interesting car, and a new friend. Vintage cars are truly an enjoyable obsession with many surprises.

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

*Jim*



*Jim Villers & his son Jim driving onto the show field at Hershey. (Photo by Greg Czarnecki, courtesy Antique Automobile magazine)*

## 2016 TRAACA Officers & Board

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

Visit the TRAACA on the Internet at:  
[www.traaca.com](http://www.traaca.com)

## Call Captain's Corner

Chief Contact Captain: Skip Patnode  
[skippatnode@cox.net](mailto: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!

*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 1, 2016 TRAACA Board Meeting Minutes**  
 (final approved copy can be obtained from Secretary)

**Officers present:** Mark McAlpine (Vice President), Matt Doscher (Secretary), and Marion McAlpine (Treasurer). Board members present: Jerry Adams, Wayne Milligan, and Bill Treadwell. Members present: Bill Blair, Scott Hancox, Frank Lagana, and Linda Treadwell.

**Quorum:** Board Meeting called to order at 6:30 PM. Mark chaired the meeting as Jim was unable to attend.

**Vice President:** Mark echoed Jim’s comments from the *Mudflap* thanking Bob Hanbury for hosting the club at his Special Events place last month for TRAACA Movie Night.

**Secretary’s Report:** The October Board Meeting Minutes were approved via e-mail. New complimentary National membership form received in the mail from Jim for Mr. & Mrs. Haag. Matt signed the form as Secretary and mailed to National Headquarters. This is the second of four complimentary memberships the TRAACA has given out this year.

**Treasurer’s Report:** Marion provided the Treasurer’s report. 2 of 16 ads have renewed so far for 2017 *Mudflap* newsletter (Doumar’s BBQ and Bob & Linda Pellerin).

**Activities Committee:**

- Saturday, 5 November: TRAACA Chili Cook-Off at Dewey & Maxine Milligans’ home. Starts at 12 PM, plan on eating at 1 PM. Details in the *Mudflap* and *Mud Speck*.

**Restaurants:**

- Thursday, 17 Nov: monthly Dinner Meeting & Silent Auction at the Holiday Inn—Norfolk Airport. Details in the *Mudflap*.

**Membership:** Plus 3—now 175 total. 29 membership renewals received as of October 30, 2016. Big push to get members to renew prior to the new year to prevent a last minute scramble to get folks listed in the membership roster. Membership renewal forms will be at the next two dinner meetings.

**Disposition of Club Trailer Items:** Jim discussed this with Ken Talley and advised Ken to use his best judgment in discarding old and unwanted items. Items of value could be brought to the Silent Auction. Ken desires to relinquish responsibility of the trailer to another willing club member. Tax, registration, and inspection fees are the club’s responsibility, not the responsibility of the member who has storage responsibility for it.

**ODMA:** 2017 ODMA being hosted by TRAACA and scheduled for 21-22 April 2017 at the Founders Inn. Initial Planning Meeting scheduled for Sat, 12 Nov, at 12 PM either in the Founders Inn restaurant or right outside the restaurant. All TRAACA members are invited and encouraged to attend. Representatives from other ODMA regions will be attending. Third deposit has been made. Final planning meeting will be in February.

**Holiday Brunch:** TRAACA holiday brunch to be held on Sunday, 11 Dec, at the Princess Anne Country Club in Virginia Beach and will take the place of a normal December dinner meeting. Name tag day: members are encouraged to wear all of their car club name tags. Terry Bond will present a TRAACA letter to Santa.

**2016 Awards Committee:** Skip was appointed to be

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the Committee Chairman, but was absent. Skip has volunteered & is our designated chairperson tracking the awards points for the annual Awards Banquet. Skip will be asked if he needs any additional help and, if so, will present at the next Board Meeting.

**Unfinished Business:**

- **Awards Manual:** The draft Manual is out and on the club website for members to review & provide input. Goal is to officially finalize & vote on this at the next Board Meeting. This Manual is a living document subject to changes & revisions as the club progresses into the future.

**New Business:**

- A suggestion was made to reimburse Bob Hanbury some of the costs associated with the movie night he hosted last month. The Board discussed it, but decided Bob wasn’t seeking reimbursement and unlikely to accept it. The Board will seek another way to recognize Bob and will discuss it further as the next Board Meeting.
- Mickey McChesney was appointed to chair the club By-Laws Committee, responsible for reviewing/updating the By-Laws. Mickey sent an e-mail to Jim & Mark apologizing that he has not been able to work on them and went on to say that he would not be able to get to them in the near future. The By-Laws review initiative is back at the Board. Recommendation made to defer this until next year when the new Board is in place.

**Other Business:**

- Last winter the Board voted to subsidize 3 meals throughout the year for club members (Awards Banquet, St. Patrick’s Day, and Holiday Party), but did not decide on amount for the Holiday Party. Last year the meal cost \$25 and the club subsidized \$10 of it, so members paid \$15. In the interest of getting the information out to club members, Mark recommended the club subsidize the meal so cost to members was \$15 again and voting on it tonight. Motion made by Bill to subsidize the meal so it costs \$15, seconded by Wayne, and approved unanimously.
- **Harley Earl Award:** The National Board approached us about sponsoring the Harley Earl Award. The National Board is looking to us to contribute toward this, somewhere between \$500-\$1,000. Mark has been in contact with Bob Parrish, and Bob requests that we defer this until the December Board Meeting where he will attend and provide the Board more information.

(continued on Page 14)



# TRAACA Chili Cook-Off

## Saturday, November 5, 2016

Story by Marion McAlpine. Photos by Mark McAlpine.

On Saturday, November 5, 2016, over fifty TRAACA members gathered at Dewey & Maxine Milligan's home in Chesapeake, VA, for the TRAACA's Annual Chili Cook-Off. For many years the Milligans have graciously hosted the TRAACA Chili Cook-Off in their home. Their home is a great setting for the event, with plenty of room for the large crowd that always attends and their vehicles.

It was a beautiful fall day for a chili cook-off and an informal antique car show. Many of the TRAACA members who attended the event brought their antique vehicles. (To Mickey McChesney's surprise, Mark & I brought our Chevelle.) Of course the "social hour" before tasting the chili cook-off was spent visiting with fellow TRAACA members near the antique cars.

TRAACA President Jim Villers was unable to attend the event, so Vice President Mark McAlpine led a short club meeting and gave the invocation before the meal. Following the brief meeting, the festivities began.

All TRAACA members were welcome to enter the challenge for the coveted "Best Chili" award. The competition was stiff with seven chilies (including a crawfish chili), entered into the blind-taste contest. Along with the different chilies, club members enjoyed deviled eggs, cornbread, pasta salads, and many delicious desserts.

After enjoying lunch and taste-testing the various chilies, members were asked to vote for their favorites. This year Jerry Adams created some great award certificates with automobile themes and prizes for the winners. Toni McChesney won the "Best in Bowl" award for her chili. Toni also won the "Blown Gasket" award for the spiciest chili. Ken Talley took home the "Lean-n-Green Holy Bean" award for best use of beans. The runner-up for "Best Chili" was Vickie Doscher. The crawfish chili, brought by the Talleys' neighbor Kevin, was recognized as "Most Creative Chili."

Thanks to everyone who brought chili, side dishes, and desserts to the event. Thank you to Matt and Vickie Doscher for organizing the event; Wayne and Carol Milligan for getting the needed supplies, helping with set-up, and collecting all the RSVPs; Jerry Adams for putting together the creative (and humorous) awards and prizes, and Jerry and Ellen Adams' daughter Kaylan for collecting & counting the votes and helping present the awards to all the winners. And, of course, a *BIG THANK YOU* to Dewey and Maxine Milligan for hosting the event again this year. We all had a wonderful time and look forward to doing it again next year. (I'm already working on a special chili recipe.)



*Some of the 20 classic cars at the 2016 TRAACA Chili Cook-Off*



*Three more members' cars lined up by size (coincidentally)*



*Seconds anyone?*



*Which one do I choose? Oh, go ahead—take one of each!*





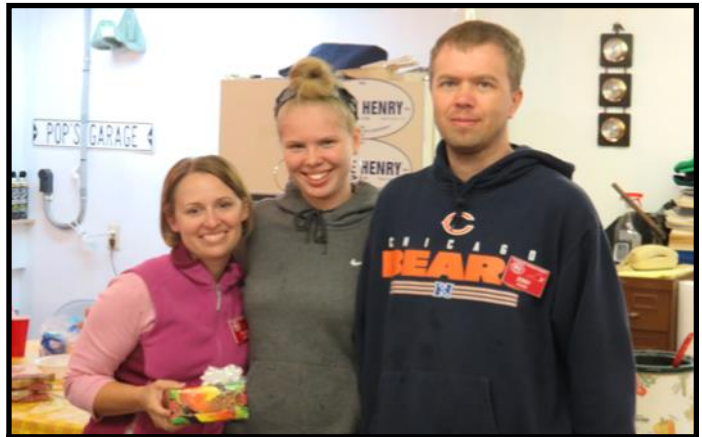
*Toni McChesney receiving her award from Kaylan & Jerry Adams*



*Ken Talley receiving his "Lean-n'Green Holy Bean Award"*



*(L-R) Dewey & Maxine Milligan accepting their "thank you" gift*



*Vickie Doscher receiving her "Runner Up" Best Chili Award*



*I wonder what they're talking about? Could it be about old cars?*



*(L-R) Richard Hall, Bill Blair, and Terry Banbury catching up*



*Five more of the 20 classic cars at the TRAACA Chili Cook-Off*



*Dewey & Maxine's 1930 Ford Model A welcomed everyone*





# TRAACA Silent Auction

## Thursday, November 17, 2016

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

The air was crisp and the bidding was hot at this year’s annual TRAACA Silent Auction. The annual auction and November dinner meeting were held at the Holiday Inn in Norfolk on Thursday, November 17th. This event is the time of year when TRAACA members get a chance to empty their garages and attics and bring their “no longer needed stuff” to be bid on and sold to fellow TRAACA members in a silent auction format.

This year, as in past years, the auction was one of the club’s best attended events of the year with 73 TRAACA members present. The Holiday Inn staff had to bring extra tables into the room to accommodate the numerous items brought in for the auction.

There definitely was a wide variety of donated items, including a weekend at a member’s condominium in NC, a large AC Delco engine analyzer, vintage clothing, books, delicious baked good, and so much more. Members perused the tables to check out the auction items and kept the bidding competition fairly friendly, without too much hovering to make those last minute bids.

The Silent Auction raised over \$1,000 for the club this year. The money raised will help the club to subsidize the cost to the members for other club events such as the annual Holiday Party in December and the Annual Awards Banquet & Board Induction Ceremony in January.

This year’s TRAACA Annual Silent Auction was a resounding success. Many members went home with “new treasures” different than the ones they brought, and everyone appeared to have enjoyed themselves, leaving with smiles on their faces (and fewer dollars in their pockets.) If you didn’t make it to the auction this year, you missed out on some great buys, good fun, and spending an enjoyable evening with good friends.



(L-R) Dewey Milligan, Frank Lagana, and Ginger Watson



Margie Tillet & Bob Hanbury deciding which items to bid on



New member Richard Cooper gets caught up in the bidding frenzy



Classic models—before & after 1950 Fords and a '57 Chevy



Jim Elliott had high bid on the coveted AC Delco engine analyzer





*The happy table—they got to go through the buffet line first*



*The hungry table—Table 7—they were last through the buffet line*



*The quiet table—they were overpowered by the rowdy table*



*The big spenders—this table collectively bid the most at the auction*



*The rowdy table (just because)*



*The strategists—they planned their bidding strategies*



*The festive table—they were into the spirit of the holidays*



*The ACA Presidential Table*





# AACA Central Fall Meet Galveston, TX October 20-22, 2016



Story by Bob Parrish. Photos by Dot Parrish.

Galveston, TX, was the site of the AACA Central Fall Meet on October 20-22, 2016, and the final national meet of the year. It was hosted by the Gulf Coast Region, and scheduled for late October to avoid hurricane season. The meet was held at Moody Gardens, an educational tourist destination with an aquarium, indoor rainforest, and beach—a beautiful setting for the meet with a first class hotel and show field. There were a number of side trips offered to attendees, including a trip to NASA and even a ghost walk in old downtown Galveston.

On show day the weather was perfect, not a cloud in the sky and pleasant temperatures. There were 135 vehicles registered, including some very rare and unusual cars. There was the 1963 X400 experimental Pontiac, a GM-produced one of a kind. I had seen this car at the AACA Western Spring Meet in Tucson last year, where it received a First Junior Award. It came to Galveston to try for its Senior Award, which was no problem for this perfectly restored car.

Another car I found interesting was a 1964 Ford Galaxie built at the Norfolk Assembly Plant on a special run of 22 cars for NASCAR competition. This car was

built for and then modified by Holman & Moody race team and raced at Darlington and other NASCAR tracks. I enjoyed talking with the owner, John Craft, since he knew more about Norfolk's native son, Joe Weatherly (two-time NASCAR champion and three-time American Motorcycle Association champion) than I did. I learned a thing or two.

There was also a fair number of DPC cars at the meet—from a 1911 Ford Model T to a 1981 Delorean DMC-12—some coming from Louisiana and two from North Carolina. [Editor Note: 30 vehicles received DPC or Repeat DPC Certification at the Galveston Meet.]

I must tell you about a lady I met from Santa Fe, NM: Caroline Kline. She brought three restored Harley-Davidson motorcycles and they all received the award they were seeking. [Editor Note: Ms. Kline's 1942 Harley-Davidson 42WL, 1942 WLA, and 1961 61G all received their Repeat Preservation Awards.] Ms. Kline sat with us at the awards banquet. I learned that she did all of the restoration work herself—a remarkable member.

Dot and I had a wonderful time, as usual, representing our organization.



1949 Chevrolet panel truck bookmobile—a Repeat HPOF vehicle



1935 Chevrolet Master Deluxe coupe



AACA's Four Musketeers—Steve Moskowitz, Bob Parrish, Tom Cox, Mike Jones—between 1963 Pontiac X400 & 1981 Delorean



Restored Holman-Moody 1964 Ford Galaxie NASCAR race car



# ODMA 2017 Meet Planning Meeting

## Virginia Beach, VA

### November 12, 2016

Story by Marion McAlpine. Photos by Mark McAlpine.

On Saturday, November 12th, representatives of the AACA Regions across Virginia and several fellow members from the TRAACA met at the Founders Inn & Spa in Virginia Beach to talk about the upcoming 2017 ODMA Annual Meet, which will be hosted in Virginia Beach by the Tidewater Region. The meet is being held at the Founders Inn & Spa on Friday-Saturday, April 21-22, 2017, so the planning meeting on the 12th was to introduce the other regions to the beautiful location.

For those who don't know what the ODMA (Old Dominion Meet Association) is, it is a non-geographic region of the AACA made up of various AACA regions in Virginia (such as the Tidewater Region). ODMA holds a meet every year somewhere in Virginia hosted by the different regions. Cars are judged using AACA judging standards, although the required points to obtain awards is relaxed (e.g., a First Junior for ODMA requires 330 points vs. 365 for AACA).

There are many great events being planned for the 2017 meet. Friday evening will feature a social and silent auction. Box lunches from Founders Inn will be available on Saturday for the car show (or people can eat at the hotel

restaurant). The awards banquet will be held in the ballroom at the Founders Inn.

There will be a special AACA Judging School (taught by Dain King, AACA Judging School Instructor) and AACA Continuing Judges Education (CJE) classes on Friday afternoon. People will receive AACA judging credits for attending these classes as long as they judge at an AACA national meet anytime in 2017.

The Founders Inn & Spa will be a great location for the meet. The hotel and grounds are beautiful, and the hotel is offering us special group rates (\$104.00 single and \$114.00 double occupancy). It also has dog-friendly rooms (for a one-time fee of \$29.00 for your entire visit) and a dog park. The hotel has a restaurant, pub, spa, indoor pool, and fitness facility. There is shopping nearby, other restaurants and fast food places, and many attractions of the Tidewater area.

The show field will be in the parking lot in front of Founders Inn facing Indian River Road. Trailer parking will be located on site.

Details, registration forms, and costs will be posted online and be available at club events early in 2017. We need your help to make the meet a success. Please consider volunteering to help—whatever amount of time you can give will be much appreciated. We'll have sign-up lists available soon, letting people know where we can use help. Come join us in April 2017 for the ODMA Meet—it can't be a car show without you! Thank you in advance.



2017 Meet Co-Chair Marion McAlpine (C) describes the show field



ODMA President Budd Lucy (R) belatedly presents Tommy his "Best in Show" Award from the 2016 ODMA Meet in Martinsville



ODMA representatives in front of Founders Inn' Christmas Tree





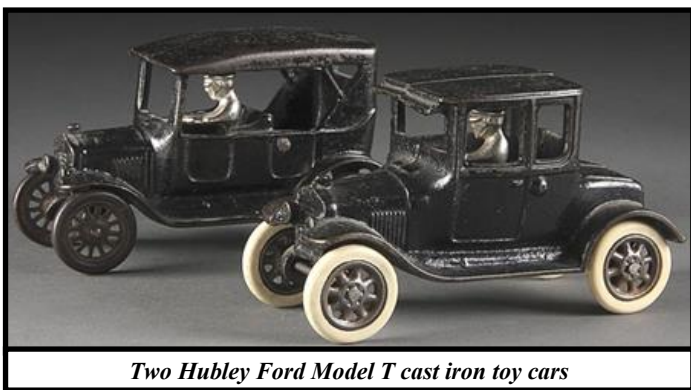
## Still Collecting Stuff — Christmas Time Again! By Terry Bond

Sticking with my annual Christmas theme, I'm going to continue with toys. This time we're going to look at something uniquely American—early cast iron toy cars. For a young boy on Christmas morning, there was nothing better than finding a wonderful cast iron car wrapped under the Christmas tree!



*An early 1900s cast iron toy car by Kenton. Note the high quality and removable driver and passenger.*

It is believed the first cast iron decorative items appeared in the mid-1800s. Such things as decorative door stops, andirons for the fireplace, and other objects were quite popular. It was a natural evolution for early toys to be produced. The first of these toys were probably wheeled bell toys that chimed when pulled. Horse-drawn vehicles quickly followed, and by the later 1890s, as the automobile began to more commonly appear, toy cars began to hit the market.



*Two Hubley Ford Model T cast iron toy cars*

These toys were simple to mass produce using sand molds into which molten cast iron could easily be poured. Made in two halves, early cars were held together with a simple metal pin that was peened over at the ends. Cast wheels were similarly added with axle shafts peened over at the ends. Some hand finishing was incorporated to smooth rough edges to make assembly easier and provide for a better fit of parts. They were painted in colorful enamel paint, sometimes by dipping them. Highlights were hand-painted.

There were dozens of different types, from curved-dash Oldsmobiles of the early 1900s to panel trucks, roadsters, sedans, and even race cars. It didn't take long for motorcycles

and then buses to hit the markets.

The earliest toy cars were very generic in appearance. Soon, however, cars modeled after specific vehicles became available. Of course there were Model Ts, Chevrolets, Buicks, Packards, and Lincolns, even Mack trucks and Harley-Davidson and Indian motorcycles became popular.

There were a lot of different manufacturers, and many pieces were marked on the inside of the body. Those made by Arcade and Hubley are particularly easy to spot. Other makers, however, did not include their names. There are many examples of toys existing that are suspected of being made by companies like Kingsbury and Dent, and only an expert can determine their true origin by recognizing styles, shapes, how they were assembled, shapes of wheels, etc.

Arcade began in the mid-1800s and among its first products was a cast iron cork screw for use in bars. Arcade produced coffee mills and eventually jumped into toy manufacture in the early 1900s. It produced animals, farming equipment, banks, buses and many fine autos, some very accurate in appearance, such as the Yellow Cab and various body styles of the Model T. Its truck line is particularly interesting with authentic Mack trucks among the most commonly found.

Hubley was incorporated in 1896 and produced doorstops, cast animals, and horse-drawn vehicles. Hubley and Arcade together held a majority of the toy market and were always fierce competitors.

Kingsbury actually began making sewing machines and washing machine wringers. In 1875 the company produced the Triumph Wringer and even offered a popular toy version. It was well known for the fabulous horse-drawn vehicles it produced, especially early horse-drawn fire vehicles. As motor power became more popular it was reflected in its fire truck line. Some of the earliest had bells mounted under the chassis that provided sound as the vehicle moved.



*An early Kingsbury-Wilkins cast iron toy fire truck*

One of the business partners, James Wilkins, soon took over the company and renamed it "The Wilkins Toy Company." Wilkins produced some wonderful early toy fire engines. In 1900 it offered its first horseless carriage, and even later developed a clock-spring motor for its line of vehicle toys. It is quite rare to find clockwork motor-driven cast iron vehicles, but they do turn up and are considered quite rare.

Dent was another prolific maker of early cast iron toys. It began as the Dent Hardware Company in 1894 and became one of the largest manufacturers of early ice boxes and hardware. The Dent Design Hardware Company still exists as a leader in the refrigeration industry. It offers a full line of reproduction hardware for early ice boxes, but it's their toy cars that are most sought after today. Many of Dent's early catalogs have been reprinted as a ready reference for collectors. Dent reproduced some of its early automobile models using original molds—but these were made of brass and are easy to spot. Kilgore was another popular maker of early cast iron toy vehicles.

Speaking of reproductions, there is nothing in the antique market so widely reproduced today as cast iron toy cars. They have been made overseas for years and some are carefully aged





*A great Kilgore blue, cast iron toy roadster*

by burying them in wet soil to artificially rust them, giving an aged appearance. Some are painted in what seems to be “antiqued” finishes. Once you’ve handled the real thing, however, you’ll quickly learn how to spot the modern reproductions. As with everything else you can collect, if you think the price is too good to be for real, you are probably right!

I look for several things starting with the fit. The two halves should be nicely and tightly fitted together. There should be minimal visible grinding marks, if any at all. Alignment should be good all the way around. Look for the steel pin with peened ends that holds the item together. Some manufacturers did use screws or bolts, but they were straight slotted, not Phillips-head! Look at the wheels and especially the axles. Peened pins were used, not screws or bolts. The cast wheels themselves should be smooth with minimal casting flash around spokes. Wheels were often nickel plated on better quality pieces. Some were painted, and those in very good condition would have traces of that original paint still showing.

If you are collecting cars in the best possible condition, you’ll be looking for original paint. It should be glossy & have a fairly smooth finish. Look for traces of hand-done finishing such as painted pinstripes, headlamps, and wheels. If equipped with a driver or passenger, they generally should also be painted.

The exterior surface should be fairly smooth, not too roughly cast. Reproductions were made using originals as a pattern, but they came out of the mold dimensionally larger all around than the originals. Reproduction toys will have a somewhat bulky appearance when compared with an original.

You should find a maker’s name cast into the inside of the body for Arcade or Hubley—it should be crisp & well detailed.

The early enamel paint should still have some gloss to it. Yes, inevitably there will be chips, but that is acceptable patina.

Fresh rust is actually not often found on early cast iron toys. The original “black” cast iron however will show through in areas where paint is worn or chipped. The iron will get dark, almost black with age. Beware of red or orange rust as it is a sure sign of a recently made fake.



*An early cast iron toy auto with tiller steering, maker unknown*

Try to collect the best quality you can afford. Approaching collecting that way will lead you away from the chance to get stung with a fake piece. Buy from reputable dealers when you can, and do your homework. There are a lot of great reference books available including those published by Shiffer Publishing Company. The “master work” on the topic is the Lillian Gottschalk book “American Toy Cars and Trucks.” Although long out of print, you can still find them on eBay occasionally. It has long been recognized as the best work on the subject.

My interest and limited knowledge of antique cast iron toys comes largely from knowing Lillian & Bill when Susan & I lived in Baltimore. Their home in Parkton, Maryland, was a restored barn. They preserved the silo and, at various levels inside, displayed their amazing collection. The collection was sold off many years ago following the passing of Bill, but it remains legendary among toy collectors worldwide.

I won’t attempt to place value on these toys as there is such a swing depending on many variables. Rarity, condition, and age will determine the worth. However, at the entry level many fine examples can be found between \$100-\$300, particularly in smaller-sized cars and trucks. The market for these toys is presently—quote—“soft.” Antique malls and shops, catalog auctions, and, of course, eBay all represent good sources, but *caveat emptor!* Repainted items should be devalued considerably. Items in original restored condition are the more valuable and most sought-after. Some reproduction parts are available such as nickel-plated wheels, drivers, and passengers. It is acceptable to replace those components, but it does not increase the value of the vehicle by adding those parts.

Many collectors try to stick with a “theme” whether it be small-sized, large, cars of the 1920s, Model Ts, motorcycles, trucks, etc. Remember, three of them constitutes a collection. A few great pieces are better than a room full of junk!

Enjoy the photos, enjoy collecting, and Merry Christmas!

*Terry Bond*



*Cast iron toy car by Arcade*



*Cast iron toy Hubley Chrysler Air Flow with working headlights*



# Caught in the Headlights—TRAACA Members & Their Cars

## *Jim Villers and his 1950 Willys CJ-3A Jeep*

Story and photos by Jim Villers



*Jim Villers' 1950 Willys CJ-3A "Jeep" after its restoration*

As most of you know, for the past few years, I have enjoyed restoring vehicles. After I finished my Porsche 911, I began thinking of my next project. Each of my dream cars were financial stretches or just impractical. Then, listed in the *Mud Speck*, was an early Willys Jeep for \$3,000. I called my son to see if he would be interested in restoring a Jeep together. My son, as many of you know, is a four-wheel drive junkie who built a rock crawler in my garage many years ago and has actively campaigned it over rocks, up dry river beds, and other places without roads.

My son was enthusiastic and called back a little later with word of a \$500 Jeep to look at here in Virginia Beach. Well, pretty it was not. It had a broken front axle with a wheel tucked awkwardly to the inside. It was partially stripped with serious rust everywhere. The basic collector car rule is to buy the best car you can afford. I broke this rule again and we hauled our "new" 1950 CJ-3A "Jeep" to my son's garage in Windsor.

As we disassembled the Jeep, it became apparent that we overpaid for this project. Everything we took off was rusted beyond usability. After removing the body from the frame and an hour of high pressure steam-cleaning, we could assess our project. The frame was "useable," the driveline salvageable, and everything else disposable.

The first step was to haul the frame and axles to the sandblaster in South Norfolk to remove all of the rust down to bare metal so that the restoration could begin. The frame came to my garage while the axles went to my son's garage. The front and rear axles were so worn out that every bearing and seal needed to be replaced.

The steel frame was solid, but everything attached to it needed to be replaced. The misshapen leaf spring hangers needed to be replaced. They were riveted in place, and this provided us the opportunity to learn about rivets. Learning something new is always part of the fun—after some practice with an oxygen-acetylene torch and an air hammer, we were driving rivets like the assembly line.

With the new spring hangers in place, new springs were installed with the restored axles. Likewise, all new brakes

were required: new brake lines, cylinders, backing plates, pins—everything.

One of the advantages of restoring a Jeep is that everything is available in reproduction and, in many cases, at very affordable prices. With the body beyond repair, I ordered a new tub, fenders, hood, and grill from an online supplier who offered "free shipping." The body parts were delivered to my son's garage two weeks before Christmas and the work began. New tubs just don't bolt on; they need to be fitted to the chassis so that the fenders, bumpers, and pedals are aligned before the mounting holes are drilled. With the body fitted to the chassis and the holes drilled, the body was removed and sent to the body shop for painting.

With the body out for paint, it was time to focus on the engine and transmission. Like everything else, they were worn out. The engine had been bored 0.060 inch oversize and the crankshaft was cracked. Luck was with us as we were offered a "free engine" that had been sitting in a West Virginia field for a couple of years; all we had to do was to pick it up. So after a holiday visit to family in Northern Virginia, Betty and I drove into West Virginia for the engine and some other parts that were thrown into the deal. This engine turned out to be a good core to rebuild; the bore was standard and the crank was solid.

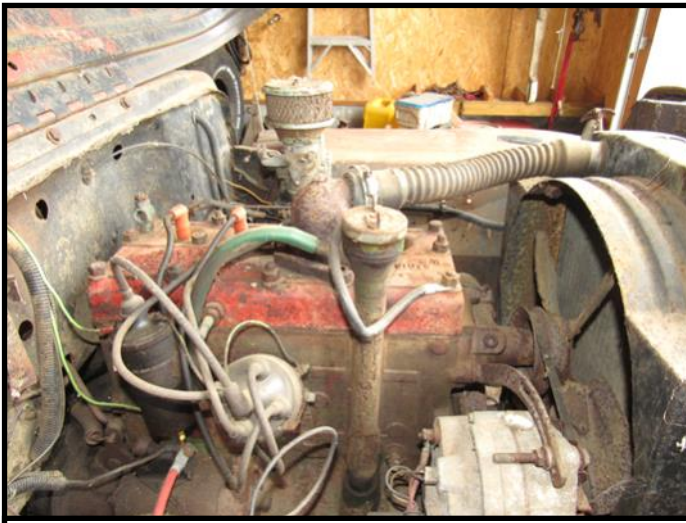
About this time, Wes Neal visited and offered a set of new Jeep wheels that he had decided to not use on his jeep. By this time the UPS delivery man became very acquainted with my garage as he made almost daily deliveries of parts, stuff, and more stuff.

The last big hurdle was the engine. Jim and I assembled the engine, installed it into the chassis, and got it running. However, it had very low oil pressure. After extensive troubleshooting, we pulled the engine, disassembled it,



*The 1950 Willys CJ-3A prior to its restoration—just a little patina*





*The Willys' engine compartment before restoration*

and checked every tolerance. Everything we inspected was correct. Finally, a clue from a web board: a very worn cam bearing can cause low oil pressure. This engine is very old school, three of the cam bearings are not in fact bearings at all but holes machined into the engine block casting. With the engine back at Abacus, magic was performed on the block and cam shaft to obtain the correct tolerances and we assembled the engine again, installed it into the Jeep, and got it running. The oil pressure needle rose and with it our spirits.

I had been targeting the AACA Meet in Vineland, NJ as the Jeep's initial outing, but the engine issues meant that the Jeep was not ready in time. Now we focused on preparing it for the meet in New Bern, NC. With less than 25 miles on the engine, we drove the Jeep onto the New Bern show field and finally relaxed a little in that quaint and beautiful town. We both took pride when our name was called during the awards banquet: our Jeep was now a National First Place Winner.

Hershey was the only meet remaining this year for the Jeep to earn its Senior Award. I have avoided Hershey because of the crowds, congestion, and difficulty finding lodging, and I was not enthusiastic about going this year. We located lodging on the far side of Harrisburg and found our way to the trailer parking area to drop off the



*The pre-restoration Jeep looks like an extra from the movie "Cars"*



*Jim Villers & his son Jim with the restored chassis and engine*

trailer on Friday afternoon. Saturday morning, we were up early to get the Jeep out of the trailer and onto the show field. We were blown away by the joy of the event. Access to the show field was via a road lined with hundreds of spectators applauding the vehicles as they drove by. On the field, over a thousand rare, unusual, beautiful, and interesting vehicles were available for inspection with their owners illuminating various features and sharing the joy of the day. Hershey is a special place like no other.

On the field, even with the drizzling rain, there was a steady stream of spectators looking at the Jeep, each with their stories, comments, and compliments. The judges came with their serious decorum, had no questions, and went about their business looking at other cars. I felt relieved as no questions or comments normally means no major deductions.

At the awards banquet, Jim & I sat with "strangers," but had a most enjoyable time. Car people are wonderful, interesting people and are strangers no more. Jim & I were again thrilled as our name was called to accept a Senior Award for our Jeep.

Our 1950 Willys CJ-3A Jeep now resides in my son's garage, where he has driven it to his four-wheel drive club meeting, to the Jeep dealership, and to other local events. It is now in its proper home.



*Jim Jr. taking his father for a ride*





## Information Needed Regarding Deceased AACA Judges



By Don Bohne, AACA Judges Honor Society Liaison to the Judging Committee

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



A plaque will be displayed at AACA National Headquarters in Hershey, PA, listing all deceased National Judges that accumulated 100 credits or more during their judging careers. The AACA National Judging community, which has existed since 1968, has accumulated several thousand members. National Headquarters is not always notified when a member passes away and so we would like to enlist the help of every AACA Region and Chapter to send us the name of any of your deceased Region and Chapter members that were National Judges.

The plaque honoring these deceased members will carry the AACA logo and the following statement:

*“AACA Judging standards today are what they are because of the dedication and commitment to judging excellence provided by those National Judges listed below.”*

Each judging chip on the plaque will list the judge’s name, city, state, and number of credits.

Please forward the information to:

Mr. Don Bohne

P.O. Box 1567

Crosby, TX 77532

Or e-mail: [dmbohne@aol.com](mailto:dmbohne@aol.com).

Thank you.



## AACA Museum Welcomes AACA’s “Most Awarded” and “Most Traveled” Cars



(Excerpted from the November 2016 AACA *Speedster* e-mail newsletter)

The AACA Museum welcomed two significant and historic automobiles to its main level gallery—the “Most Awarded” and the “Most Traveled” cars of the AACA.

The **1924 Ford Model T** has the distinction of being the “Most Awarded” car in the history of the AACA. It has been owned by Marshall Van Winkle of New Bern, NC, since November 1951. Mr. Van Winkle has been an AACA member since October 23, 1953. His vehicle has received an unbelievable 165 Preservation Awards as of 2016, including a 50th Preservation Award in Plantation, Florida, in 1992. It has also received a total of 9 Senior Grand National Awards as of 2016.

The **1911 Stevens Duryea Model AA Tourer** was recently donated to the AACA Museum by AACA members Jim & Arlene Adams of Jupiter, Florida. Prior to Jim & Arlene Adams, this vehicle was owned by Morris Kunkle for 50 years—Mr. Kunkle was also an avid AACA member. This car has participated in the following tours: 36 AACA Glidden Tours, 7 Red Rock Tours, and almost every Reliability Tour since 1970. In the summer of 2004, the Adams reportedly drove the Stevens Duryea over 2,000 miles that season without incident.

These vehicles will be on display together at the museum through November 1, 2017.

### TRAACA Board Meeting Minutes—November 1, 2016

(continued from Page 3)

- Bill Blair proposed TRAACA provide \$20 for a business card-sized ad in the Hampton Roads Metro Band program as well as an ad on their webpage. The Band has their holiday season coming up in December with 4 concerts scheduled and possibly a 5th on the deck of the Wisconsin. Motion was made by Matt to provide \$20 toward this proposal, seconded by Marion, and received overall approval. Mark will ask Bob Stein to e-mail Scott Hancox the TRAACA ad.

Having no other business, motion made by Marion to adjourn and seconded by Wayne. Meeting adjourned at 7:08 PM.

The next TRAACA Board Meeting scheduled for Wed, 7 Dec, 6:30 PM, at the Holiday Inn—Norfolk Airport.

Respectfully submitted, Matt Doscher, Secretary



The “Dynamic Duo”—the AACA’s “Most-Awarded and “Most-Traveled” Cars on display at the AACA Museum in Hershey, PA.  
Left: Marshall Van Winkle’s 1924 Ford Model T  
Right: Jim & Arlene Adams 1911 Stevens Duryea Model AA  
(photo courtesy of AACA Museum)





# Seeing Red at Hershey!

Story and photos by Mark McAlpine

If a fire had broken out at this year's AACA Fall Meet in Hershey, the response time would've been phenomenal—there were six classic fire trucks on the show field. And you think your car requires a lot of polishing?



*This 1929 Ford Model AA fire truck received its First Junior Award. (The dog helped.)*



*This 1947 American LaFrance pumper truck earned its well-deserved Repeat Preservation*



*This 1954 Mack B-75 fire truck also received its well-deserved Repeat Preservation Award*



## AACA Calendar of Events

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

### FEBRUARY 2017

9-11 AACA Annual Meeting  
Philadelphia, PA

23-25 AACA Winter Meet  
Ocala, FL

### MARCH 2017

23-26 Western Spring Meet  
Palm Springs, CA

### 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

26-27 AACA Eastern Spring Meet  
Huntington, WV

### JUNE 2017

4-9 Founders Tour (1932-later)  
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 (AACA-hosted)  
Hastings, NE

### OCTOBER 2017

4-7 Eastern Fall Meet  
Hershey, PA

### FEBRUARY 2018

8-10 AACA Annual Meeting  
Philadelphia, PA

### APRIL 2018

5-7 Southeastern Spring Meet  
Charlotte, NC

### MAY 2018

11-12 Central Spring Meet  
Auburn, IN

18-20 Eastern Spring Meet  
Cape Cod, MA

31- Annual Grand National Meet  
3 Jun Greensburg, PA

### JUNE 2018

3-8 Sentimental Tour  
Seward, NE









# TRAACA MEMBERS' PAGE

## Welcome to our New Members!

**Richard & Linda Cooper**  
Ghent, WV  
- 1968 Buick GS California  
- 1976 Lincoln Mark IV  
- 1990 Buick Reatta

**Ken & Lynette Dimitry**  
Chesapeake, VA  
- 1970 Chevrolet C-10 pick-up  
- 1971 Chevrolet Blazer

## 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**

## Sunshine Report

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

- **Robert Perkins** passed away on Monday, October 31. Robert & his wife Rose (and their adult son Bobby) joined the club last year and were quite active in TRAACA activities.

Our thoughts & prayers go out to the following members:

- **Frank Lagana** has been undergoing procedures & medication adjustments for an abnormal heart rhythm. He's doing better, but still limiting his activities.
- **Skip Patnode** had a pacemaker implanted on Tuesday, November 15th, and is doing well.
- **Betty Villers** is recovering from knee replacement surgery, up and about, and doing her physical therapy.

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

## Members celebrating birthdays in December

<b>Mary Ellen Basnight</b>	<b>Missy Hespenshide</b>
<b>Kim Berry</b>	<b>Zelda Lang</b>
<b>John T. Blair</b>	<b>Brian McGarvey</b>
<b>Justyn Bower</b>	<b>Tom Norris</b>
<b>Darlene Brown</b>	<b>Mary Lou Olson</b>
<b>Frederick Cole</b>	<b>Nancy Soscia</b>
<b>Faye Curl</b>	<b>Mary Stanley</b>
<b>Matt Doscher</b>	<b>Neil Sugermeyer</b>
<b>Evy Eacker</b>	<b>Frances Sykes</b>
<b>Micheal East</b>	<b>Ken Talley</b>
<b>Sarah Flanders</b>	<b>Jim Villers</b>
<b>Sandy Hall</b>	<b>Bob Watson</b>
<b>Ronald Hartman</b>	

## 2017 TRAACA Officers and Board of Directors

<b>PRESIDENT:</b>	<b>MARK McALPINE</b>
<b>VICE PRESIDENT:</b>	<b>MATT DOSCHER</b>
<b>SECRETARY:</b>	<b>VICKIE DOSCHER *</b>
<b>TREASURER:</b>	<b>CHARLIE DAWSON</b>
<b>BOARD MEMBERS:</b>	<b>JERRY ADAMS</b>
	<b>WAYNE MILLIGAN</b>
	<b>HILLARY PAVLIDIS *</b>
	<b>BILL TREADWELL</b>
<b>PRESIDENT EMERITUS:</b>	<b>JIM VILLERS</b>

\* These members are new to the Board of Directors and are replacing outgoing members Marion McAlpine and Skip Patnode. Julie Hobbs resigned earlier in the year. The Board and all club members thank each of them for their dedicated and selfless service to our club.

## Nomination and Election Process:

TRAACA President Jim Villers appointed a nominating committee of three past TRAACA presidents—Sam Kern, Wes Neal, and Bob Stein—who presented a list of candidates for the 2017 Board of Directors to the current Board at the September 6th Board Meeting. The Board approved the list of candidates and it was presented to the membership at the club's dinner meeting on Thursday, September 15th. The list was presented again at the Thursday, October 20th, dinner meeting and members were given the opportunity to nominate other candidates. Because no other nominations were made from the floor, the candidates would normally be considered elected. However, due to an oversight, the candidate list was not published in *The Mudflap*, as required, until last month. Therefore, one more call for nominations was made at the club dinner meeting on Thursday, November 17th. The 2017 board is now considered elected & will be inducted at the Annual Awards Banquet on Saturday, January 21, 2017.







# 16th Annual Toys for Tots Car Show



Saturday, December 3, 2016  
9:00 AM—3:00 PM (rain or shine)

SMITHFIELD TRUCK & AUTO CENTER  
928 South Church Street, Smithfield, VA 23430

*(Note new location this year!)*

Registration: \$30 plus one unwrapped toy per vehicle.

Free admission for spectators.

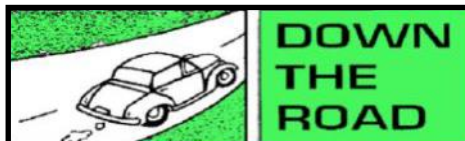
Registration: 9:00 AM to 11:00 AM

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

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

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.



## Other Regional and Local Events

### DECEMBER 2016

3 Toys for Tots Car Show  
Smithfield Truck & Auto Ctr  
Smithfield, VA

*— Note change in location —*

### JANUARY 2017

13-15 Hampton Roads  
International Auto Show  
Virginia Beach, VA

14-22 North American  
International Auto Show  
Detroit, MI

20-22 Auto Mania  
Indoor Swap Meet  
Allentown, PA

### MARCH 2017

25 Sugarloaf Mtn Region AACA  
Indoor/Outdoor Swap Meet  
Westminster, MD

### APRIL 2017

6-9 Southeastern Spring Meet  
Charlotte AutoFair  
Charlotte, NC

19-23 Spring Carlisle  
Carlisle, PA

21-22 64th ODMA Meet  
Virginia Beach, VA

28-30 Goodguys Rod & Custom  
3rd North Carolina Nationals  
Raleigh, NC

30 Piedmont Region AACA  
43rd Annual Carfest  
Charlottesville, VA

### MAY 2017

27 Twin County Region AACA  
24th Annual "Memories on  
Main Street" Car Show  
Galax, VA

### JUNE 2017

2-4 Carlisle Ford Nationals  
Carlisle, PA

23-25 Carlisle Chevrolet 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 & get them ready for the 2017 AACA & ODMA Meets!*

*Here are some more photographs of cast iron toy cars as discussed by Terry Bond in his "Still Collecting" article on Pages 10-11. There's still time to write Santa and add these to your Christmas wish list.*



*An early cast iron toy car by A.C. Williams. Note the solid rivet holding the two halves together rather than a threaded screw.*



*Another great early cast iron toy car by Kenton, complete with removable painted driver. Note the tiller steering.*



*Side view of a repro cast iron car. Note the heavy crude appearance of the wheels and the fresh, orange-colored rust spots*



*An original early cast iron Ford Model T toy car by Arcade. Note its details, how the wheels look, and lack of orange-colored rust.*







## EDITOR'S DESK

**Mark McAlpine**

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

How did that happen? It can't be Christmas already? Where did the time go? Wasn't Hershey just a couple weeks ago? Geez, I can't believe it's happened again—the year has flown by and I haven't accomplished half of what I wanted to this year.

I hope everyone had an enjoyable Thanksgiving. We all had different challenges this year, some of us experiencing some tragic losses, but for the most part we have been very fortunate. Hurricane Matthew let us off relatively easy, especially when we remember those elsewhere who lost their homes and, in some cases, their lives. Wildfires around the country have consumed houses, businesses, and lives. Terrorist attacks and senseless shootings have taken too many lives. War still rages in the Middle East with unimaginable horrors, devastation, and loss of life. My challenges and disappointments over the past year are petty in comparison.

Instead, I have a lot to be thankful for (especially appropriate to remember this time of year). I have a loving, kind, intelligent, and beautiful wife who seems to have an endless supply of forgiveness to overlook my frequent bonehead mistakes. We live in what is still the greatest country in the world, enjoying freedoms, security, and a standard of living that are envied throughout the world. Marion & I are fortunate to be in good health, especially when compared to others we know suffering through some real challenges. I still have a job (for another year or so until I retire) that allows Marion & I to live comfortably, free from need or want (other than we still don't have that Chevelle or 442 convertible), and to feed our addiction to old car activities. We have a loving family and good friends, especially those we've made in the TRAACA and AACA. And

let's not forget our faithful, furry member of the family, Heidi. Yes, I truly have a lot to thank God for.

As long as I'm on a rare display of seriousness, I want to thank everyone that makes the TRAACA such a great club. We may have different interests and favorites when it comes to cars, but we all appreciate old cars, what they represent, and what it takes to keep them running. We all have different personalities and different interests outside of old cars, and we're closer to some members than others (and yes, believe it or not, we may actually disagree at times with some members), but we all get along and have a good time together. Most importantly, many members freely volunteer their time and efforts to keep this club running and plan, organize, and conduct our many events. I sincerely thank each of you.

Speaking of volunteers, we're going to need everyone's help in 2017. We have a number of events in the coming year that are going to require a lot of help to pull off—especially our annual Swap Meet in March and Annual Meet in September—but in particular we're hosting the 2017 ODMA Meet in April. Look for more details on the help we need and please volunteer to assist however you can.

Thank you to everyone who contributed to *The Mudflap* this year. Please keep those articles and photos coming!

And one request: many of us know members who either have become less active in the club or, in a couple cases, have dropped out of the club. Please reach out to these members and, first, make sure they're doing okay; and second, ask them to come back to the club. They have friends who miss them.

Finally, our last event of the year is less than two weeks away: our Holiday Brunch on Sunday, December 11th, at the Princess Anne Country Club in Virginia Beach. The cost is only \$15 each, so we hope every member will attend.

If Marion & I don't see you this month and get to say it in person, God bless you and have a very Merry Christmas!

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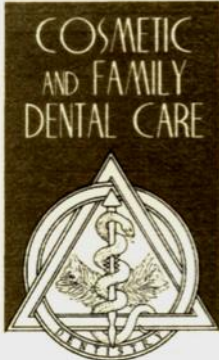
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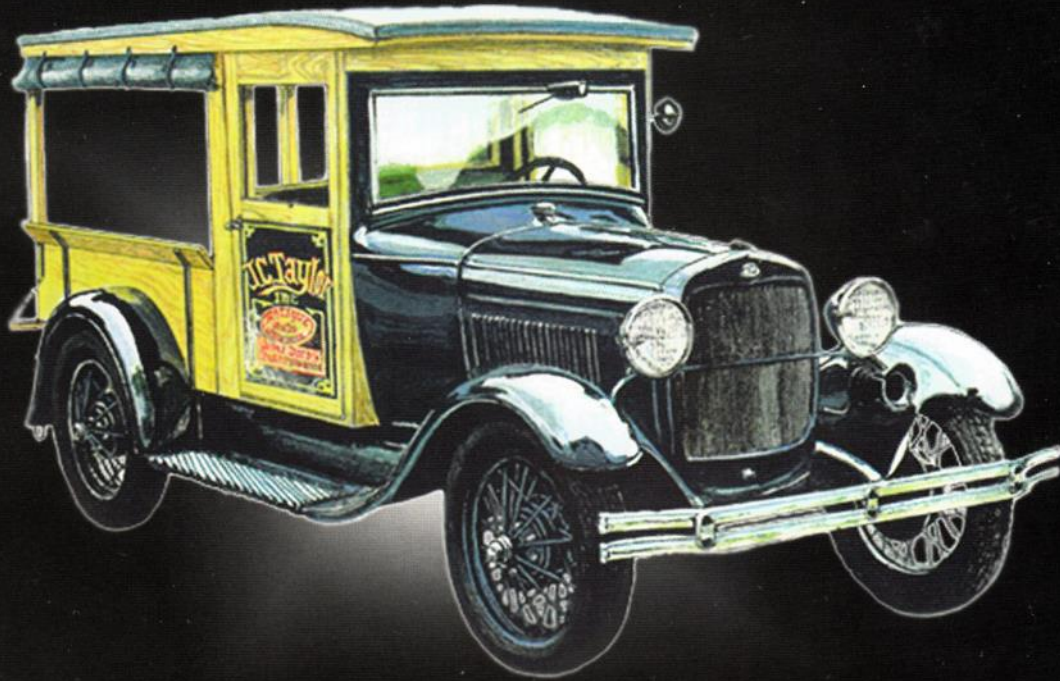
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