

The Mudflap



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

Volume 57, Issue 2

February 2013

March 2nd

TRAACA Swap Meet Time!

By Terry Bond

Mark your calendar now! Start saving your money! Start cleaning out under the workbench IMMEDIATELY! GET YOUR SPACE RESERVED YESTERDAY – for our Annual Swap Meet on Saturday, March 2nd 2013 at the Hickory Ruritan Clubhouse on South Battlefield Blvd. in Chesapeake.

The registration form should be online by the time you read

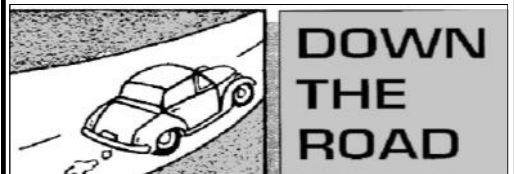
this, but be aware flyers have also been mailed to our previous vendors – so if you are thinking about getting an indoor space, don't delay in making your reservations now. Indoor spaces are very limited.

Plenty of room outside if you want to take a chance on the weather, but we're not worried as our track record has been exceptional (except for the rain last year!) (Cont. on page 10)

Get your registration for the Spring Tour in soon! The form is provided on the back of the Mudflap!



WHAT'S IN STORE FOR '64!! Bruce Sedel tells the tale of this decade-defying 1964 Studebaker Cruiser he took a chance on—and won! See the feature story on page 7.



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

February

- 2 Tour to the Cavalier Garage and Virginia Beach Lifesaving Museum, leaving at 9 AM from Bayside Baptist Church. Details on page 10.
- 5 TRAACA Board Meeting at 6:30 PM in the Meeting Room at Holiday Inn Norfolk Airport. (Map on page 3)
- 7-9 AACA National Membership Meeting in Philadelphia.
- 21 TRAACA February Dinner Meeting at the Holiday Inn Norfolk Airport. John Gancel and the LeMay Museum. (Story and map on page 3)
- 23/24 Winter Blast Tour to the Outer Banks and Rad and Marge Tillet's garage, and more! See the story on page 3!

March

- 2 TRAACA Annual Swap Meet. 8 AM—2 PM at the Hickory Ruritan Club in Chesapeake. See the story on page 1.
- 5 TRAACA Board Meeting—Location TBD.
- 17 TRAACA St. Patrick's Day Party at Cypress Point Country Club.

April

- 3 TRAACA Board Meeting.—Location TBD.



From the Driver's Seat

Wes Neal—TRAACA President

What a nice Installation and Awards Banquet we had in January at Cypress Point Country Club. We thank Terry Bond for his efforts on the Awards portion of the program, Dot Parrish for developing the banquet bulletin, Bob Parrish for his creative Installation activity, and congratulations to all of the 2012 award winners.

As we remember the past, we are excited about the future of TRAACA. So, as a reminder for those that attended, and for those that missed our Banquet; we had fun with C.A.R.S. as it relates to our Club - meaning: Communications, Activities, Restaurants, and Support. That is my strategic focus for this year, and in doing so it takes a team to keep our C.A.R.S. running. So, as your new president, I will rely on several Key Leaders to keep us "Driving Forward in 2013 with our C.A.R.S."

Communications: We see big changes in our Club this year with big shoes to fill. We thank Bob Stein for his dedication and energy over the last several years, and now see Marty and Neil publishing their last award winning Mud Flap in December 2012. Communications to the Club members is a main focus.

Although, Bob Stein is stepping down as President of the club, we look forward to him being a Key Leader in the Club's Communications with the Mud Flap, Mud Speck, award winning Web Master and as the key Communication points to the members and also the public.

We look to expanding our messaging into other Public Media. Beginning at the AACA's annual meeting in Philadelphia this month, we will show our first a marketing effort on TRAACA and our promotion of AACA's Eastern Show planned for Virginia Beach in 2015.

Activities: As one of the more active Car Clubs, we will have energetic board member Dick Chipchak keeping a careful eye on this year's Activities, and getting the pre-Activity scheduling, and the post-Activity pictures and stories to Bob for publication. Dick with the Activity Committee and other volunteers, and key Event Coordinators have a lot planned for TRAACA in 2013.

Restaurants: We love our Monthly Dinners and strive to maintain Restaurant quality and convenience with a venue that meets the needs of our members. Keeping the third Thursday night of each month special will be new board member Marion McAlpine. We feel we have outgrown the Aberdeen Barn, and with help from Dick Chipchak and Bill Wilcox we are looking at several new locations that offer the quality, convenience, and club needs each month. So, we will try several new Restaurant locations this year before we select one. Marion with her key leadership and team will focus on keeping these dinners special and affordable in 2013.

Society Support: There is a lot of back office club Society Support that will keep any club busy. Outside of the Secretary Tony Scarpelli's and Treasure Kit Lawrence's club responsibilities, we have another Key Leader in Vice President Jim Villers adding Support in watching our backs in member data bases and the society's needs organization. There will be much communicated on these efforts as the year moves on.

So, "Let's Drive Forward in 2013 with our C.A.R.S.!" Please help us take care of our C.A.R.S., and please reach out to Bob, Dick, Marion, and Jim on areas where you can assist. Ever thought had they asked me to help I could have assisted? Well, I'm asking for your help, and together we will have a terrific 2013.

Wes Neal

2013 TRAACA Officers & Board

President - Wes Neal

Email: wes.neal@cox.net

Vice President - Jim Villers

Email: 190sljim@cox.net

Secretary - Tony Scarpelli

Treasurer - Chris (Kit) Lawrence

Board - Dick Chipchak

Board - John Heimerl

Board - Marion McAlpine

Board —Skip Patnode

President Emeritus—Bob Stein

Visit us on the Internet at:

local.aaca.org/tidewater!

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Editor: Bob Stein

Proofing: Susan Bond

7500 Pennington Road Norfolk VA 23505

757-588-6200/Email: posti@aol.com

Winter Blast—Changes for February 23-24!

By Linda Pellerin

It will be fun going further south as we have been in a winter blast! There has been one disappointing change.

The Beachcomber Museum has been closed down by the city of Nags Head. It's hard for the little guy, as the city of Nags Head requires more parking, handicap ramps, and handicap bathrooms to be open to the public. It is not the in keeping with the spirit of the "Lady of the Sand".

We have some fun alternatives planned. Our morning adventure will take us to the Northern Outer Banks. We will visit the Outer Banks Center for Wildlife Museum, the Whalehead Club, or the Currituck lighthouse with the lighthouse keeper's house.

Plan what you decide to visit as we have lunch reservations at the Currituck Country Club at 11:30. Then we are off to the Outer Banks Jubilee for the show "Rewind" which starts at 2:00. After checking in at the hotel, we will proceed to Mako Mikes for dinner. Driving and eating sounds like TRAACA!

Sunday we round out the weekend with a tour of the Wright Brothers Museum, and then off to Rad and Margie Tillett's to see their fabulous garage. We will also enjoy a lunch of Subs and the fixings at Rad and Margie's before returning home.

We will be meeting at Chesapeake City Park, 900 Greenbrier Parkway, at 7:45 for a drivers meeting with a departure time of 8:00am. Our guide to the Outer Banks will be Richard Hall, back road guide extraordinaire. As we enter into the Outer Banks, we will meet up with the Tillett's at the Aycock Brown Welcome Center. They will take over and lead us to our adventure. The schedule is tight in the morning so we will be leaving on time!

Days Inn at mile post 7 – 252-441-2021 rates of 54.40 or 62.90 if you upgrade to an ocean view. Be sure to mention Antique Automobile Club when making your reservation!

The Outer Banks Jubilee is \$18.00 group rate and this will depend on how many of us are attending.

The Wright Brother's Museum is \$4.00 group rate. Lunch at the Tillett's will be \$10.00.

There will be a \$5.00 registration fee per vehicle. Please send your check of \$37 to Linda Pellerin.

Again a big thank you goes out to Margie Tillett for putting together this fun filled weekend. Please register as soon as possible so reservations can be made for each venue and make your hotel reservation.

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Changes for February!

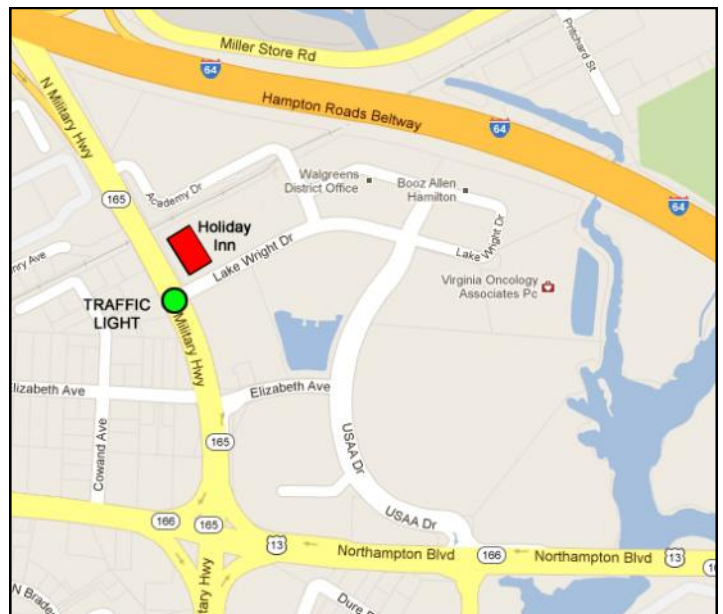
New Location for This Month's Board and Dinner Meetings!

Big changes are ahead for the TRAACA board and dinner meetings! First off, we have changed Board meetings from the second Tuesday to alternating between the first Tuesday and Wednesday of each month. This conflicts with scheduling at our usual host, Priority Chevrolet.

In addition, we'll be trying some different restaurants this year in an effort to improve the dinner meeting experience.

February's meeting will be held Feb 21st at the Holiday Inn Norfolk Airport, located at 1570 North Military Highway in Norfolk (See the map below). John Gancel will have a presentation on the fabulous LeMay Automobile Museum in Washington State.

Happily, the hotel will also provide us with a meeting room for our board meeting at 6:30 PM on Feb. 5th. See you all on the 21st!





KNOW YOUR LEADERSHIP—2013 Officer and Board Members: (Seated, left to right) - Kit Lawrence - Treasurer, Jim Villers - Vice President, Wes Neal - President, and Tony Scarpelli - Secretary. (Standing, left to right) Dick Chipchak - Board Member, Bob Stein - President Emeritus, Marion McAlpine - Board Member, Skip Patnode - Board Member, and John Heimerl - Board Member.

TRAACA Awards and Installation Banquet



Terry Bond was our emcee for the evening.

The Cypress Point Country Club played host to TRAACA again, this time for our Annual Awards and Installation banquet. Fifty-one people showed up to honor individuals who have excelled either in the hobby or in service to the club itself, and also to witness the installation of a new club officer and two new board members.

Terry Bond served as the evening's emcee, with National Board Member Bob Parrish presiding over the installation Ceremony. For a list of award winners, see the next page.

TRAACA 2013 Awardees:

CENTURY AWARD:

- Terry Bond (1912 Triumph Motorcycle)
- Harold Via (1912 Pierce Arrow)

CENTURY PARTICIPATION: Riley Best

HOLMES – OVERLAND AWARD: Sam Kern

DINNER MEETING AWARD:

- George and Sheila Gurnee
- Dana Meadows
- Mickey and Toni McChesney
- Neil Sugermeyer

RESTORATION AWARD:

- Bob Parrish (1966 Chevelle)
- Gordon Garnett (1955 Oldsmobile)
- John and Lynn Heimerl (1935 Imperial)

MUDFLAP AWARD: Bob Parrish

BARTLETT BOWL: Jim Elliott

MERRITT HORNE PARTICIPATION: Dick Chipchak

SPARKPLUG AWARD: Kit Lawrence

IVIE LISTER AWARD: Bob Stein

LALIQUE AWARD: Linda Pellerin

BEAULIEU CUP: Jim Heimerl (1935 Imperial)

25-YEAR NAMETAGS (1987): Foster Parrish

Old Dominion Meet in Fredericksburg

By Sandy Hall

The Old Dominion Meet will be held May 4 in Fredericksburg. The site of the show will be the parking lot adjacent to the host hotel which is Fredericksburg Hospitality House and Conference Center, 2801 Plank Road, Fredericksburg, VA 22401 - 540-736-8273. When you call for reservations, tell them you are with the ODMA car show. Room rates are \$95 per night but this rate is only good to April 1, 2013.

The area where the hotel is located (Central Park) boasts one of the region's premier shopping areas and is also just a short distance from Historic Fredericksburg. Trolley tours will be provided. Fredericksburg Region is working with AACA and hopes to be able to offer an AACA judging school on Friday, but this is still in the planning stage. See ya'll in Fredericksburg.

From the Running Board

December 11, 2013 Board Meeting Minutes

Submitted by Tony Scarpelli—Secretary

The board meeting was called to order at 6:34 pm at Priority Chevrolet. Directors present were Bob Stein, President, Wes Neal, Vice President, Jim Villers, Treasurer; Tony Scarpelli, Secretary, Linda Pellerin, Past President; and Board members Dick Chipchak, Barbara Talley, and Bob Roughton. Also present were Ken Talley, Bob and Dot Parrish, Frank Lagona, and Skip Patnode.

Jim Villers gave the Treasurer's report; the club has \$3000 less than last year at this time, mostly due to inclement weather for last year's swap meet and annual meet. The silent auction was a success. Wes Neal asked for guidance on club finances for next year. Expenses will be coming up for the club National Meet. The November minutes were lengthy and sent earlier to council members. They were not read.

Toni McChesney will continue to do the sunshine report. Ken Talley is going to the hospital. He was present at the meeting. His progress will be sent to Bob Stein by Barbara. Bob will email the club. Bob Parrish will continue as new member chairman. He currently has two members that will join shortly. Ivan Joslin is having his hip replaced.

COMMITTEE REPORTS

Activities

Awards Banquet – Wes Neal stated the upcoming Banquet at Cypress Point Country Club will be similar to the Christmas party. The cost/person proposal is not back from the country club; it should be similar to the Christmas party, around \$32. Wes asked about the club subsidy. Jim Villers felt the club should not subsidize and go for a cheaper menu. This would be the third dinner in row the club would be subsidizing the meal. Linda reminded everyone that the venue is consolidated in the cost of the dinner. In addition there was more than one meal choice. Wes felt he could negotiate the meal cost to the \$25-27 dollar range. Dot Parrish said the Chevy Club had a dinner the next day at Cypress point. It was an Italian buffet that was cheaper. Wes said he would ask Cypress Point about the Chevy Club dinner. Linda stated she did not mind paying more if the food was decent. Jim Villers asked if the St. Patrick's meal was to be subsidized. Wes stated that the band and their meals are an expense. Wes stated that there was one more meeting before the banquet. Bob Stein stated that this issue must be decided soon if not tonight. Linda asked if an Italian buffet would change the members cost. Wes replied that members would pay the cost of the meal and gratuities. Barbara Talley asked if our club has ever overcharged to make money. The answer was no, our club usually subsidizes. Wes stated that Cyprus Point was told to make 79 meals. There were three extra meals. This has happened at the monthly meetings at

the Aberdeen Barn. Bob Roughton asked if maybe our club should charge \$25 for the banquet and subsidize the rest. Dot made a call during the meeting. She stated that the Italian buffet was \$18 plus gratuities and tax for a total of \$26/person.

Dick Chipchak stated that he went to the Holiday Inn on Military Highway with Bill Wilcox. A sit down meal or buffet was \$21, but, he was not sure if this was all – inclusive of tax and gratuities. He also stated that the Holiday Inn off Newtown Rd. had a higher rate; \$21 plus room and use of a screen. He stated that Kelly's has two or three meal choices for \$16-\$17 with a patio on waterfront that could be used. No price yet on the Marriott in Chesapeake, will get back. The Founder's Inn has a high base price based on attendance. Dick did not go to the Crown Plaza, but the Lions Club pays \$16 without a dessert. Dick will talk to these venues about lowering the meal price if we reach a certain bar bill.

Bob Stein stated that a New Chinese restaurant in the Southern Shopping Center in Norfolk would charge \$16, to include a microphone, free room and a stage. There is no bar at present, but should obtain a license in January. Bob felt that Cyprus Point was not a good venue for presentations. Wes stated that April would be the first opportunity to change the club venue as the January Banquet and the St. Patrick's Day dinner are too soon to change. Bob Stein stated that we could try the February dinner.

Bob Parrish stated the club once ate at a different venue every month. The club ended up meeting regularly at Grand Affairs. Jim Villers stated that a committee should decide.

OLD BUSINESS

- Microphone – Bob Stein brought and demonstrated a microphone he purchased for club use. The Amp was a little over \$100. The wireless mic was \$79. Bob said he would purchase the mic for himself if the club did not want to buy it. Wes stated that he has wireless amps that could tie into the mic. A motion was made by Jim Villers to purchase this equipment. The motion was passed.
- Mudflap editor changeover – New editor Bob Stein stated that the Mudflap would be going from 10 to 12 annual issues. The cost would be offset by its smaller size. The Mudflap will be more calendar event and newsletter oriented. Its size will be reduced to 8-10 pages from the current 16-20 pages. Bob Parrish, who is on the national board, stated that he looks at all of the different region publications. He would like to talk about what the board looks at so we could keep our publication up to standards.
- Upcoming Awards – Bob Stein asked if all the permanent trophies have been turned in. Bob thinks we should look at retiring some of the awards, because, no one has room to display these big trophies.
- John Heimerl, Gordon Garnett, and Bob Parrish were nominated for their efforts in restoring of their

35 Airflow, 55 Olds 88, and 66 Chevelle. A motion was made and passed to nominate all three.

- Bob Stein stated that there was not as yet a nomination for the Spark Plug Award. The discussion and nomination will be handled through email.
- **OTHER BUSINESS** - Bob Roughton asked for a clarification of the \$120,000 that he heard the club will be responsible to raise for the national show in 2015. Linda stated that the sponsors will cover these expenses. Bob Roughton felt that this show would not have as much attendance as the last national show the club did. Linda felt that word of mouth from the last show would keep attendance up, but, in any event having more attendees did not create more revenue as registration money goes to AACA National. Bob Roughton asked if our club is guaranteeing rooms to selected hotels. Linda replied that the club is not doing this. Bob Roughton asked our projected expenses. Linda replied at a minimum \$14,000. Linda stated that she was working on the club breaking even on the judges breakfast. As previously stated, there is no money made on registration. Money is made on trailer parking. Bob Parrish stated that there were 506 cars at our 2006 National show. Linda explained the biggest expense is renting the Convention Center. Trophies are paid by AACA National. Dick Chipchak stated that program ads will bring in money. Bob Roughton stated that the club should be cautious and not lose money. Linda explained that no money from the club treasury will be used.
- Bob Stein is doing a presentation for AACA National that will be on You-Tube. He explained that we could do the same thing for our show to bring advertisers and attendees.
- Linda did voice a concern that the price range Hotels have agreed to is higher than the 2006 show. This should not be an objection because the hotels are on the beach with a board walk and ocean views. The rooms are also cheaper than the Hershey show.

NEW BUSINESS

Car Class marking signs – Ken Talley stated that he can purchase signs for \$1.49 each, embossed on both sides if the club purchases 250 signs. He would like to make an order as our old signs are depleted. Ken also explained that letters slightly smaller than our present signs could be bought off the shelf, saving some cost. Exact copies of the present letters on our signs cannot be purchased off the shelf. Bob Stein asked to put off a decision because we have some time. Wes Neal agreed but added that the club needs to buy and make this signs in the near future. We should get cost information and proceed possibly in January.

There being no further business, the meeting was adjourned at 7:39PM

Respectfully submitted,

Anthony Scarpelli, Secretary

My 1964 Studebaker

By Bruce Sedel

After four Studebaker National meets, I thought it was high time to do something really dumb and actually acquire a Studebaker. The search began in earnest in 2008 after the national meet in Lancaster, PA where I had seen at least one of just about every model of Studebaker ever built. First of all, anyone that wants to participate in the hobby with a reliable old car without getting too vintage and without spending too much money needs to look no further than a late model Studebaker as they are relatively cheap and just about as plentiful as anything out there.

Over time, I began to realize why there were so many Studebakers everywhere and the reason is that people held on to them for so long because they were cheap to own, cheap to fix and so ridiculously reliable that most people drove them until they just plain wore them out or the cars simply rusted out on their own. What this translates into is when you're looking for Studebakers, you have to be extra careful when it comes to rust because there are lots more rusty ones than there are nice ones. And boy did I inspect some rust buckets. The frame on one 62 Lark I saw in Pennsylvania looked more like mulch than it did metal. Something would have to turn up sooner or later. I just needed to be patient.

Finally in early spring of 2010 an Ebay listing appeared describing a 1964 Cruiser sedan resting in a garage in Bismark, North Dakota. Even though the car was more than 1,500 miles away, a phone number attached to the listing prompted me to call for perhaps a more accurate description. The gentleman I spoke to indicated that at 92 years old, he was not driving the car any longer and a family member offered to place the advertisement on Ebay because he didn't have the faintest idea of what a computer was. Further dialogue indicated that he had bought the car in 1967 from Lloyds Motors in Jamestown, ND, located only a few miles from his home in Bismark.

The dealership had originally sold it new to a gentleman who brought it back to the same dealer three years later and traded it in on a new Chrysler, making this gentleman only the second owner! Other than a very respectable repaint in 1996 of the original Desert Sand Tan and a new set of radial whitewalls, this one was described as being original down to the oil change stickers on the driver's door jam. "Can you describe the amount of overall rust on the car," I said nearly pleading.

There was a moment of silence. "Doesn't have any rust whatsoever,"

was the response I would not have expected. But surely this old timer simply could not know the rust issues. Would I be comfortable enough to bid on this vehicle sight unseen? This was definitely a concern, however, he explained to me that the way his house was situated on his property, he simply could not get the car out of the garage between the months of October and April due to the North Dakota snow turning his house into an igloo and thereby trapping the car in the garage!



Thus every season for 40 some years, he said he simply jacked the car up and placed it on blocks for the winter. Sounded like a good enough story for me to take a chance with a few bids. Well guess what, I won the bid and, just like that, I bought my first Studebaker. Would it be the car I wanted it to be or would I be another casualty of someone putting out hard-earned cash for a pile of someone else's junk? I wouldn't find out till the

car arrived at Ross Miller's shop in Parkton, MD three weeks later. The phone call came and Ross said, "Are you ready for your Studebaker report." I could detect some excitement in Ross's voice so I went along, "Go ahead and lay it on me."

Ross nearly screamed, "You gambled and you won! This car is a dandy. You're not going to believe how nice it is!" I was definitely excited because after more than 35 years of traveling all over North America buying old cars, this was the first time that I acquired one sight unseen.



Ross performed all of the necessary tune-up items and fluid replacements in addition to cylinder head service to repair a couple of sticky valves to complete a total refreshing before I picked the car up and drove her home. The cool thing about the Stude was the presence of much original paperwork including the original dealer window sticker that showed a Cruiser sedan with 15 options!

They are 289 cubic inch-2 barrel engine, manual transmission with overdrive, push button AM radio, reclining split front bench seat, seat belts, front and rear bumper guards, whitewall tires, full wheel covers, power steering, power front disc brakes, locking gas cap, dual outside rear view mirrors, remote hood release, carpeted floor mats and dealer add-on A/C. The total dealer sticker price, a few pennies over \$3,200.00!!

I have had the paint professionally 1200 grit wet-sanded and polished, installed a new carpet set and installed a new trunk liner. The car looks and performs absolutely like a new Studebaker. Is this fun or what!!



SPARK PLUGS

Is there anything really new?

By Terry Bond

Ok, so I've got you wondering. This is actually a continuation of my collecting stuff series, and I'm starting at the beginning. My plugs are the things I've collected longest (and some say best).

The car began in Europe, and so did the spark plug. Open flame was a primitive form of ignition in some pre 1900 cars. Make-and-break electric systems were also used and carried over to stationary engines. But what we know today as "spark plug" ignition began as something simply called "jump-spark." Electrical current simply jumps an air gap causing a spark, which if timed properly, ignites the fuel/air mixture in an internal combustion engine. We're not writing volumes of tech stuff here – just some interesting things about spark plugs, starting with history.

The invention of the spark plug is credited to many individuals. Like the automobile itself, it sort of "evolved." Most accept that the first use of jump-spark ignition in an internal combustion engine was designed by the Belgian engineer Etienne Lenoir in 1860. There are other early patents, including one issued to Robert Bosch in 1902. His engineer, Gottlieb Honold, developed the combination magneto and spark plug ignition system that saw wide use in early automobiles and helped establish Bosch as a house-hold name in ignition systems.

Here in the USA, we're most familiar however with names like Champion and AC.

Did you know they had common roots?

Albert Champion was a French cyclist, a motorcycle racer. He produced his own spark plugs and later, came to the USA to work with the Stranahan Brothers, who were big importers and dealers in auto parts. They wanted a line of spark plugs and agree to set Champion up in business. It was a strained relationship and by 1908, Albert Champion had formed a relationship with William Durant, who was beginning to piece together the General Motors Corporation. Seeking a good plug of his own, he contracted with Champion to make them.

The Stranahans mounted a legal challenge and the result – Champion could work for Durant but he could not use the name "Champion" on the plugs – that name, belonged to the Stranahans. So, Albert Champion simply changed the name of the plugs he was producing for GM and used his initials – AC. Now you know the "rest of the story."

Over the years, everything possible has been tried in order to improve spark plug efficiency, and fight worn oil-slinging engines. Plugs with removable insulators were popular for many years (easy replacement and cleaning). Plugs were made with different kinds of insulating material including mica and fired clay porcelain. The best of the

porcelain plugs came from France until deposits of Siliminite, an alumino-silicate mineral were discovered in Connecticut. This material produced a superior insulator that is used to this day. The material and production technology was property of the Jeffery DeWitt Spark Plug Company until Champion purchased them in approximately 1916.

Plugs have been produced over the years with priming valves for cold weather starting; multiple spark gaps, glass windows to see the spark, propellers designed to throw off oil and soot, multiple firing points in an unbelievable variety of styles, spring loaded breather valves, even twin electrodes to produce double sparks. Among the most interesting are those with coils built in them, and those with threads on both ends providing two plugs for one price. So many gimmicks have been tried it really makes collecting them fascinating.

Many collectors focus on different brand names. Plugs were made by thousands of different companies over the years. Some were specific to



certain cars. Some were made for specific cars by other companies. Plugs were privately branded by large companies for garages, auto parts supply houses, and even one was produced for a traveling "snake-oil" salesman named "Doctor Coyle." They were sold through hardware stores, and even drug stores and of course mail order.

The Spark Plug Collectors Club of America has a "master list" of over 5000 different brand names worldwide. It's growing as more are discovered each year.

If you want to collect, you'll easily find 50 or more different name plugs with a little hunting at Hershey or on Ebay. Beyond that, it gets a little tricky.

Good luck in your chase, and if you want to know more, just ask. I'm always ready to talk plugs!



Terry Bond

Preamble to the Dinner Meeting

A Visit to the LeMay

By Tom Allen

(Editor's Note—Our Dinner Meeting program for this month is a detailed look at the LeMay Museum presented by John Gancel. Here's a short piece by Tom Allen with some photos to whet your appetite!)

In early September, 2008, I attended the Kirkland, WA Concours d'Elegance where granddaughter Maile Allan was a junior judge. At that show I met some people who were working on a car museum in Tacoma that would display part of the extensive LeMay car collection in the near future, and I was looking forward to its opening. I finally got a chance to visit the new museum this August, several grandchildren in tow, and it was well worth the wait.



1924 Rickenbacker at the Lemay Museum

First of note, is the museum itself is of monumental size (165,000 sq. ft.) and notable architecture with an adjacent 3.5 acre show field, banquet hall, meeting places, café, and even a repair shop. The four levels house an eclectic collection of over 350 cars, trucks and motorcycles, a large slot-car track that encourages participation, and three racing simulators that are pretty exciting (I did Watkins Glen..whew!)



The slot car track is especially popular with younger visitors.



Where is Lois Lane? A 1951 Nash Convertible.

Harold Lemay, a Tacoma businessman, and wife Nancy, amassed the largest private car collection in the world, with over 3,500 vehicles at one time, and thus noted in the Guinness Record Book. In 1998 they formed the initial museum organization, and donated their collection. It took the next 14 years to finally complete the museum which opened in June 2012.



A 1907 Pierce Great Arrow

I have been to several transportation museums, but never anything as extensive as this one. It's well worth a trip if you're on the west coast and want to see an extensive and well documented collection of just about anything you can imagine on wheels, with a strong showing of classics, vintage race cars, Ferraris, and antiques.

I encourage anyone to visit the museum website www.lemaymuseum.org to get more information about the collection and the museum.



Swap Meet Time (Continued)

This is a great event and the start of our old car season. It's as much a social occasion as it is a chance to buy, sell or trade antique car parts and memorabilia.

If you collect gas pumps and signs, old toy cars and models, any kind of gas station memorabilia, automobilia, etc, you need to plan on being there. If you need parts for your current or future project, come on out!

All the info you need is on our club website but if you have any questions contact Neil Sugermeyer 757-486-5456 or Terry Bond 757-482-5222.

AACA Event Calendar

FEBRUARY

- 7-9—AACA National Membership Meeting (PA)
- 21-23—AACA Southeastern Winter Meet (FL)
(Deadline for Registration is January 31st.)

APRIL

- 4-7—AACA Southeastern Spring Meet (NC)

MAY

- 4—ODMA Meet (Fredericksburg)
- 5-10—AACA Founders Tour (AL/TN)
- 9-11—AACA Central Spring Meet (IN)
- 30-JUN 1—AACA Eastern Spring Meet (PA)

JUNE

- 12-14—AACA Western Tour (CO)
- 27-29—AACA Grand National Meet (IL)

JULY

- 14-19—AACA Vintage Tour (MD)
- 25-27—AACA Central Fall Meet (TN)

AUGUST

- 18-21—AACA Southeastern Tour (NC)

SEPTEMBER

- 8-13—AACA Revival Glidden Tour (TN)
- 19-21—AACA Southeastern Fall Meet (TN)

OCTOBER

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

Tour to Cavalier Garage and Lifesaving Museum: Feb 2nd

Even a snow cloud can have a silver lining - in this case it means an even better event for us next weekend! We'll leave Bayview Baptist Church parking lot (located at the intersection of Northhampton Blvd. and Pleasure House Rd.) at 9:15 AM and drive to the historic Cavalier Garage for coffee and donuts!

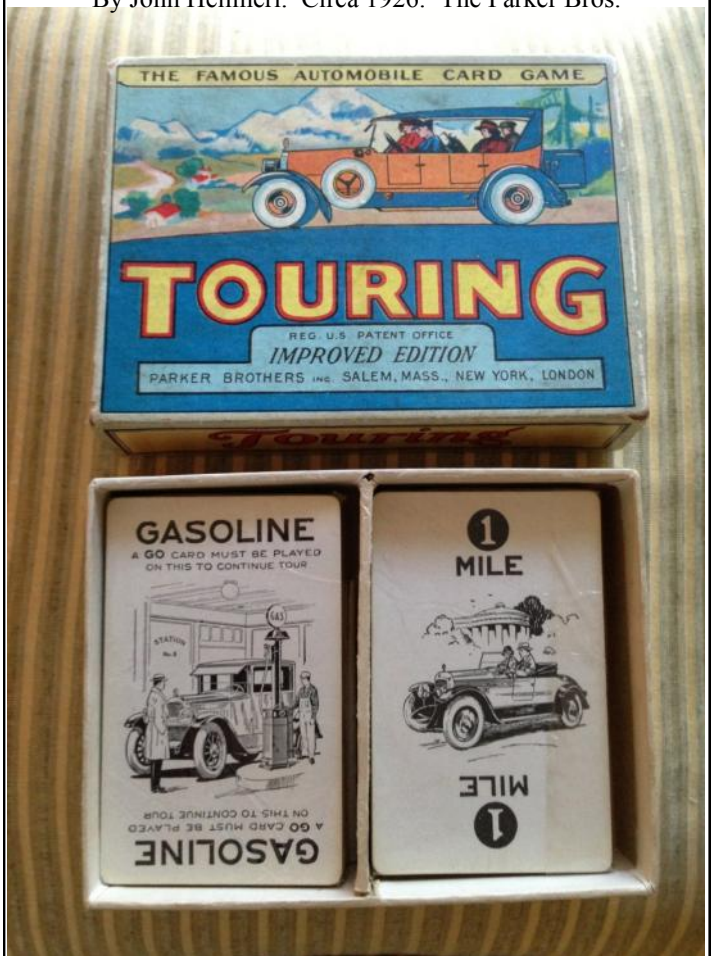
From there we will head over to the Lifesaving Museum, where we will get to see a special short film and then take a guided tour. Afterwards, we roll up Laskin Road for lunch at the famous Jewish Mother restaurant.

We have a special tour rate of \$2.50 per person for admission and a guided tour, with free parking on the street (parking meters are off) and a parking lot a block away.

Please let Bob Stein (588-6200 or email posti@aol.com) know if you plan to attend by Friday, Feb 1st, so he can inform the museum staff how many to expect.

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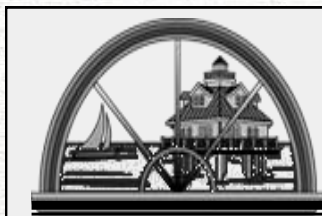
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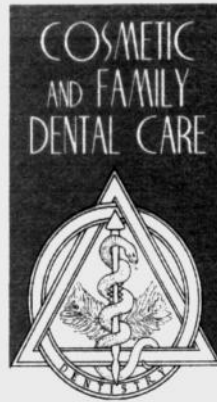
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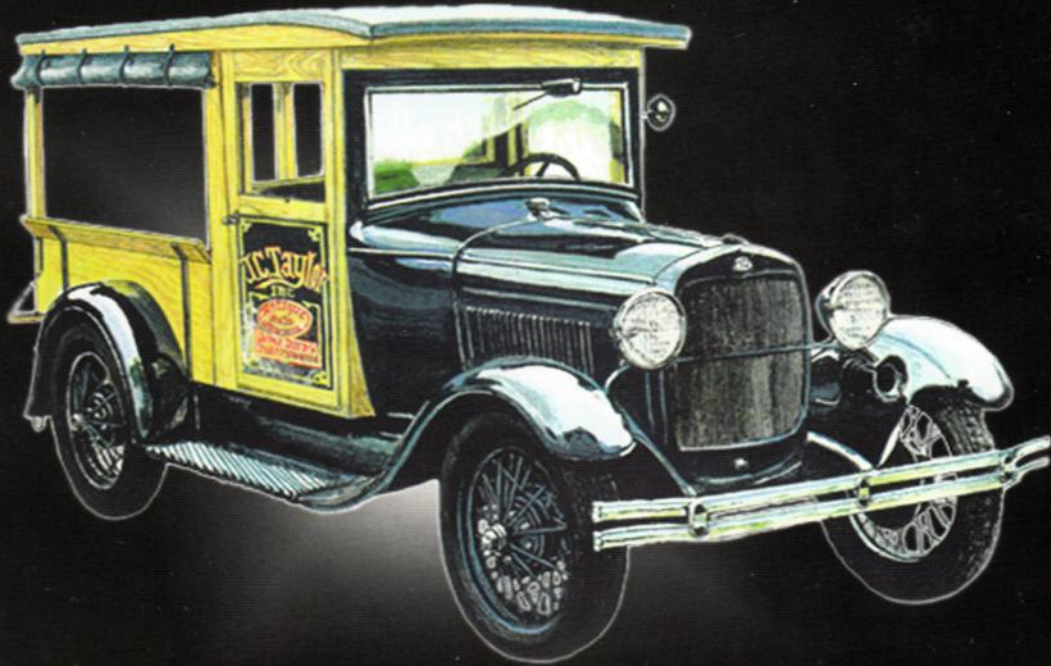
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Jefferson's Monticello and Local Wineries
TRAACA Fall Tour April 20th and 21st
Registration Form

Saturday 4/20

Meet at 8:00 AM at Lowe's Parking Lot at Exit 11A Interstate 664 Portsmouth.

NOTE - Please make sure your gas tank is full PRIOR to meeting up at 8!

Virginia bypass highways drive to view Scenic Countryside to Monticello.

Stop for Breakfast (your expense) in Smithfield at Hardee's.

Arrive Monticello Visitor's Center for Lunch (your expense).

TRAACA Group Tour of Jefferson's Home and Garden (www.monticello.org)

\$24.00 per person x Quantity () = \$ _____ Total \$ _____ Check Number: _____

Check in at Hotel Best Western Zion Crossroads, VA ****Rate \$119.99 (20 rooms reserved)**

Call 540-832-1700 and reference TRAACA Club Rooms Reservations ASAP

Dinner at Topeka's Steakhouse (www.topekas.com)

Sunday 4/21

Full Breakfast at Hotel (included).

Leave at 11:00 AM for Jefferson Vineyard Wine Tasting and Tour.

\$10.00 for Wine Tasting and Tour which includes Wine Glass, pay upon arrival.

Visit Trump Vineyard and others in area.

Leave for Home.

Make Checks payable to TRAACA. Cut off the form below and send with your check to
Dick Chipchak, 1536 Still Harbor Lane, Virginia Beach, VA 23464 Cell 716-472-4811

Name (s) _____

Cell Numbers _____

Car _____

TRAACA Group Tour of Jefferson's Home and Garden (www.monticello.org)

\$24.00 per person x Quantity () = \$ _____

Total \$ _____

For those who made the original Fall Tour Reservation for October 2012, I still have your reservation Form and Payment. I will call you to confirm. You still need to call Hotel and re-register your room.



TRAACA Mudflap
Bob Stein –Editor
7500 Pennington Road
Norfolk VA 23505

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