

The Mudflap

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

Volume 57, Issue 8

August 2013



TIDEWATER REGION
 ANTIQUE AUTOMOBILE CLUB OF AMERICA
40TH ANNUAL MEET
"Wings and Wheels"



September 28, 2013
 Military Aviation Museum
 Virginia Beach, VA

1956 Chrysler
 New Yorker

TIME TO REGISTER! - Our 40th Annual Meet is approaching fast, and it would be a huge help to the folks who handle registration if you would get your forms now instead of waiting until the last minute. This year's event might be the last Wings and Wheels show at the Virginia Military Aviation Museum, and we want to make it the best ever. The flyer is on page 8 and the registration form is provided in the back of this newsletter.

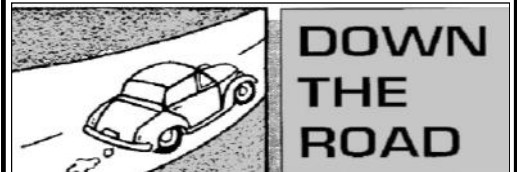
August 3rd at the Talley's

Ice Cream Social This Saturday!

Mark this Saturday, August 3rd, Plan to drive your old car and for our Ice cream social and mini weather permitting, we will have car show! We will meet at Ken and Barbara Talley's around 1:00 for desserts and Ice cream. PLEASE call Barbara at (421-7534 home) (cell 621-1004) and let her know what you plan to bring, beverages will be provided.



room to park on the grass in the back yard and pasture. If you drive modern we will have parking for modern cars in front of the house. The address is 1535 Newland Road in Chesapeake. See the map on page 3 for more information.



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

August

- 3 TRAACA Ice Cream Social (Ken & Barbara Talley's)
- 11 Car Display at Atlantic Shores Retirement Center
- 15 TRAACA Dinner Meeting
- 18-21 AACA Southeastern Tour (NC)

September

- 8-13 - AACA Revival Glidden Tour (TN)
- 27 TRAACA Friday Night Social (Oaklette Church)
- 28 TRAACA Annual Meet (VB Airport)

October

- 9-12 - Hershey/AACA Eastern Fall Meet (PA)
- 17 - TRAACA Dinner Meeting
- 19 - Car Display/Show at Westminster-Canterbury

2013 AACA National Events Calendar is provided on page 3.

From the Driver's Seat

Wes Neal
TRAACA President



Come along on this once-in-a-lifetime tour of America's first paved transcontinental road. Travel with fellow historians and tourists from urban centers, through pastoral farmlands, and over breathtaking mountains and rolling prairies. – The Lincoln Highway Association (LHA) I would be remorse if I did not mention this grand event that took place at the end of June and into July, especially with the very large contingent from TRAACA that made the trip from start to finish.

This was my first, and with great excitement and some concern with an almost 50 year old car (1966 Mustang), I thoroughly enjoyed the part of the trip I was able to cover. 1,100 miles round trip - Starting in Va. Beach to New Jersey, I went from Time Square in New York City back through New Jersey through most of Pennsylvania. With the saddest part on day four leaving the tour and turning south just east of Pittsburgh for home - although, the Shenandoah Valley and Va. Rt. 33 were great drives too. It was a Car Tour, Great Fellowship, History Lesson, Regional Experience, and Potato Salad sampling experience.

Dick and Holly Chipchak made it easy by just following them, and you could bet by the end of the day Dick would also find the local (no franchise) Ice Cream Parlor as your reward. I did spend 1½ hour pit stop off tour in York, Pa. getting what was found to be a creative fix of a front shock at NTB (Merchant Tire). My surprising and humbling cost for this adventure was just \$19.83. Congratulations to Tony and Leslie getting married on this tour. We will pull together the TRAACA participating team to have a nice dinner presentation of this fantastic cross country experience for all.

From a Communications perspective, Bob can use you help with your stories to share with the rest of the club – so please contribute early and often. From the Activity perspective, we have our fun Ice Cream Social in early August at the Talley's, and the Atlantic Shore Retirement Center Car Show the following week on August 11 in Va. Beach. Marion keeps our stomachs' full and minds stimulated with her Restaurant and Speakers for our Dinners each month. And the Holiday Inn keeps surpassing our expectations with lots of space and a grand buffet. Save a little and sign up now for our 40th Annual Meet at the Aviation Museum Airport which is coming up on September 28.

Drive safe, and I look forward to seeing you at our TRAACA events in the coming month.

Wes Neal

Maps for the Month

Ice Cream Social - 1:00 PM
Saturday August 3rd
 Ken and Barbara Talley's
 1535 Newland Road
 Chesapeake, VA 23322

Board Meeting - 6:00 PM
Wednesday August 7th

Dinner Meeting - 6:00 PM
Thursday August 18th
 Holiday Inn Norfolk Airport
 1570 North Military Highway Norfolk,
 VA 23502

THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America, published monthly.
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Editor's Corner

Wildflower, my lovely little MG TC, has been giving me assorted issues that really limited my driving the car this Spring and early summer. She had bouts of spitting and stalling, a high-RPM miss, and occasional losses of power. Some of these symptoms were eventually tracked to brass carb floats that had succumbed to Ethanol (%\$#@!). Modern replacements cured the low-end spitting and stalling.

However, the high RPM miss was still there. I had replaced the coil when the issue first appeared, and tried another new coil, points, rotor, condenser and plugs a couple of months ago with no improvement. In fact, things got worse—intermittent power loss and missing plagued the TC again.

Then, coming home from Chesapeake two weeks ago, the car really lost power and then started backfiring less than a mile from home. I was a block away when there was a loud 'bang'. The TC limped into her garage on two cylinders, with lots of exhaust noise. I checked the manifold side of the engine expecting a blown gasket or muffler. All was tight and clean. However, when I opened the other side, the #2 plug was sitting on the generator, still hooked to the plug wire.

Not stripped, happily. The 'mechanic' (who shall remain nameless) who installed the plugs didn't tighten them down enough. The #1 and 4 plugs were so loose they could be spun with fingertips, and #2 had backed all the way out. Tightening them back up solved almost all the remaining issues—I had not re-torqued the plugs, though I have never run into this issue before.

However, the high-RPM miss still refused to go away. Although I had replaced the coil twice, I opted for one last try—this time going for a non-authentic but far more powerful Lucas Sport coil. No more high-RPM miss! Turns out the reproduction 'authentic' coils are made in China, and both brand-new coils were just not up to the task of enthusiastic driving. Expect to see Wildflower on the road a lot more!

Bob Stein

TRAACA Member Spotlight

NOTE: The results posted in last month's issue of the Mudflap for the Moline Grand national were incomplete and incorrect. Here are the corrected results:

CORRECTION—AACA Grand National - Moline IL (6/29)

- Mark and Sue Strang - Senior Grand National (Class 25A) and Repeat Preservation Award - 1953 MG TD.
- Jim and Donna Elliott - Second Grand National (Class 27G) and Repeat Preservation Award - 1966 Corvair
- Al and Sharon Mercer - Repeat Senior Grand National (Class 17A) and Repeat Preservation Award - 1922 Mercer Raceabout
- Jeff Locke - Repeat Grand National Senior (Class 5d) and Repeat Preservation Award (20th) - 1977 Demm Smiley

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Editor's Note—The June Board minutes were not available and will be published in the September Mudflap.

AACA NATIONAL EVENTS 2013 CALENDAR

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)

2013 TRAACA Officers & Board

President - Wes Neal

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Visit us on the Internet at:

local.aaca.org/tidewater/

AACA Vintage Tour 2013

By Terry Bond (Photos by Terry and Susan Bond)

After enjoying the 2007 AACA Vintage Tour in Maryland so much, the 2013 edition was on our calendar as soon as it was announced.

With the 1914 T well prepared, cleaned and shined, we loaded up and headed north for Frederick, Maryland and the promise of hot weather. This time Susan was able to attend and we took along our grandkids, Jack and Taylor, for their first AACA touring experience.

First day out was a long one that was to include a driving trip downtown into the Nation's capital, Washington DC. Despite all the anxiety about traffic we were assured a slow leisurely pace with minimal problems. Reportedly, all went well and a photo op in front of the Capital provided a nice souvenir of the occasion. We started with the tour and enjoyed a stop at historic Rileys Lock, but rather than do the downtown DC run in such an early car, we elected to take the kids out to Dulles (in the truck, not the T) for a visit to the National Air and Space Museum. It was a great afternoon in air conditioned comfort.



Tuesday, however, was a full day of vintage motoring – over 100 miles in the T, meandering over back country roads and passing through small towns and villages that time forgot. There were even some single lane roads originally paved in the 1920s and 1930s! There were, of course, mandatory stops for coffee and donuts, but the cold water proved more popular. This day our stop was at the War Correspondents Memorial. It was a wonderful shaded



park with beautiful scenery and a chance to rest and visit with friends.

There were a few cars that required some adjustment after the long slow climb. We were guaranteed that the left leg of any Model T driver would be worn out and it was absolutely true. For anyone inexperienced in handling an early car, especially a Model T, there is a lot of work involved. Both feet, and both hands are always involved. You need to anticipate at least a quarter mile ahead – more difficult when you crest a hill and can't see where the road leads!

That afternoon we visited historic Harpers Ferry and all the sites and spots of interest it provides. We enjoyed the quaint shops, the museums and the well-preserved village. The trip back was via another piece of living history – across the Potomac River via White's Ferry.





Wednesday was a much shorter touring day – just less than 70 miles. Our morning stop was at a John Deere Tractor dealership that featured a large collection of antique tractors and farming equipment including stationary engines.

From there we motored on to Hattie's Garage, named in honor of Rob Burchill's mother. There is an interesting connection here – as a young boy of 7 years old, we lived in Port Huron, Michigan. I'll never forget the day that I was out riding with my Dad and we passed a place called "Burchill's Antique Auto Parts". It was a thriving business that specialized in early Dodge and Chrysler parts. There were always antique cars hanging around, and I just couldn't get Dad to stop often enough when we were in the area. Little did I know that many years later, when the business closed after Mr. Burchill's passing, the whole collection would end up in Maryland with his son Rob. It was a fantastic tour of a restoration shop and "Museum" of automobilia. It brought back memories of my earliest exposure to the wonderful world of antique cars.

That evening we attended a silent movie presentation in the restored Weinberg Theater, complete with its original Wurlitzer pipe organ. Of course, silent movies always feature old cars banging around. This evening, the Bond family dressed appropriately with Jack going as a 1920's Newspaper boy and Susan and Taylor finely dressed in 1930's style.

Thursday was another full and hot day covering over 100 miles. We explored the historic village of Burkittsville complete with a church that saw service as a civil war hospital, and an old gas station that was turned into a pottery and craft shop. We spent time that afternoon exploring the Museum of

Civil War Medicine and a nearby antique mall in Frederick.

Friday was another short (but equally hot) day covering around 60 miles of country roads, passing through three historic covered bridges. The closing banquet was a wonderful meal among good friends.

A neat touch the region provided was a large cooler bag. Each morning before departing, we stopped at the hospitality suite to pick up freezer packs that had been frozen over night. They kept bottled water cold and refreshing throughout the day. Stopping again in the evening, we returned the freezer packs so they could be refrozen for the next days outing.

The Sugarloaf Mountain Region did a great job and, despite the heat, it was a great tour over some amazing back roads, looking at some wonderful scenery.

The T performed well, although the reverse drum developed a crack as a result of having to use it to help slow down on some steep hills – my fault for pressing too hard too often. We continued to use the car without incident and don't need to consider a repair until winter. Otherwise, it was a great trip that the kids really enjoyed. It went by so fast, and I think that was because everyone was so busy. Jack rode shot-gun with me and kept adjusting the carb mixture control for optimum performance while Susan read directions that came pretty quickly on those twisty roads. Taylor kept the refreshments flowing and snapped some photos and helped with hand signals when needed. We missed touring with the usual Tidewater contingent, but check your schedules now as there is an AACA Divisional Tour coming in the not too distant future on the Northern Neck.

The motto of the Buzzards Breath Touring Region says it best – "Touring is not a spectator sport."



Random Thoughts from the Lincoln Highway Tour

By Bob Woolfitt

While on the Lincoln Highway trip, I've been asked several questions. We all get the "What's your gas mileage?" and "How much is it worth?" I answer that the factory advertised 9 mpg and so you know you get less than that. As for the second question, I still don't have a good answer. How can you put a price on a 1934 Packard Twelve (they only made 960 Twelves for the whole model year in 1934) Formal Sedan (they only made about 30 of this body style and there are 6 left)? I usually end up saying, "If you give me a half-million dollars, I'll consider parting with it."

I've also been asked how it rides. Very smoothly is the answer. Some ask about air conditioning and I reply that it has 460 air conditioning and sometimes 560 air conditioning, since I can open the bottom of the front windshield to admit a breeze. I also have an air bag in the car – when I'm in it! And sometimes there's a loose nut behind the steering wheel.

I've also been asked what part of the trip was the best. That's a hard one to answer. There were so many bests. Being parked in Times Square at 6 AM, when we were told that would not be allowed by the police, meeting relatives and friends along the way and seeing our wonderful country from the front seat of a 1934 Packard are just a few of the bests.

I would be remiss not to mention the wonderful help I got in Kearney, Nebraska at Central Auto Electric, Inc. from Dan Cavenee and his employee, Rodney. They helped me get my ailing Packard back to "normal" and refused any payment. Most special was the day we spent following Bill Wilcox to Ansley and then Broken Bow, Nebraska. Bill lived in both of those towns while growing up and we saw both his homes.



TAKE A PACKARD TO THE BANK—In this case, three TRAACA Packards were on display in Ansley, Nebraska.

In addition, we got to visit the former office of Bill's father, who was the town physician for Ansley for years. His office was in the second floor above the local bank. We were given a tour of the second floor by the current bank Vice President, Brad Parliament. Instead of tearing down the bank building and starting from scratch, the bank decided to renovate and, boy, did they do a good job! We were able to see how the office rooms looked back in the days when Bill's father practiced there.

Bill was able to say that this room was the procedures room, that room was for X-ray and lab, this one was the waiting room

and that one was his father's office. Bill said his Dad always had a cigar – either lit or unlit – and, after sewing up a patient, would mutter aloud, "Now where did I leave my cigar?" We also went down the stairs that patients had to climb to see Bill's father. Someone asked how sick patients made it up all those floors and Bill said that his father made house calls all the time, day and night. He was available 24/7 and refused to go on vacation if "Mrs. Jones" was to deliver her baby when he was gone.



TIRED STEP—This concrete staircase was worn down by patients going to see Bill's father, 'Doc' Wilcox.

The bank had done such a good job of preserving the basic structure that we could see where the top cement step to the flight of stairs to the office had been worn by countless footsteps of patients going to see Doc Wilcox.

After visiting Ansley, we drove to Broken Bow and parked on the town square. Bill was immediately accosted by friends and we met more when we went into the Arrow Hotel on the corner of the square. Bill had arranged for a luncheon date with several of his high school classmates from the Class of '55. A local reporter was there also. I wonder how she knew?

After lunch, I shared the episode Bill told me about his 16th birthday when his mother let him take the Packard into town to celebrate with some friends. You'll have to ask Bill about the rest of this story. Good times!



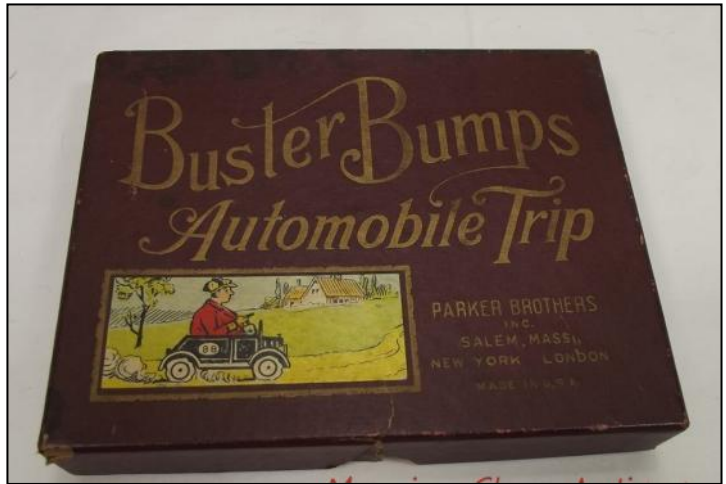
'SURPRISE' REUNION—Bill Wilcox with classmates from the Broken Bow High School Class of 1955.



Still Collecting Stuff Children's Games!

By Terry Bond

How did children entertain themselves without TV or video games? Do you remember when the family gathered around the table after dinner for a round of Scrabble or Monopoly? In the early 1900s, many fascinating board and other games were created, and a few of them incorporated the new-fangled automobile to help create excitement.



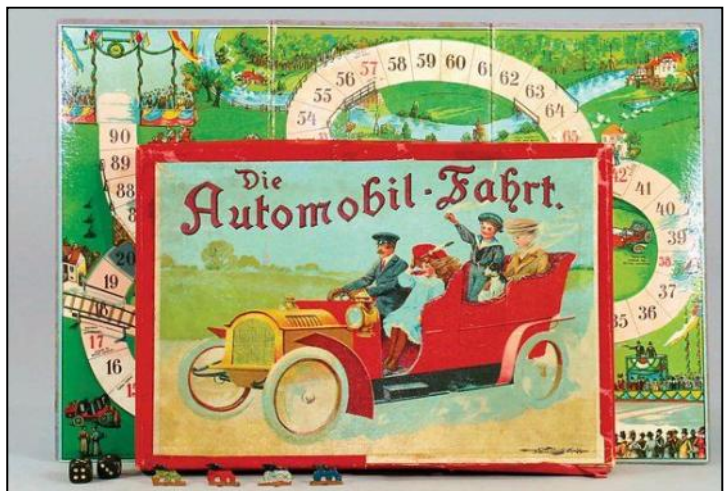
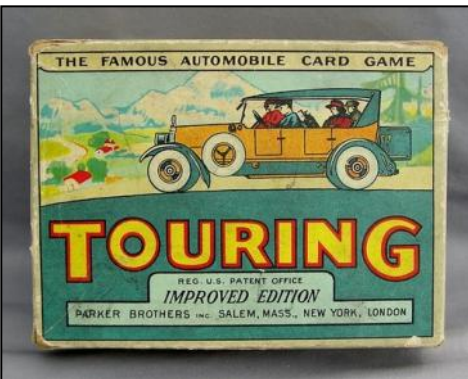
about condition and keep searching for nice examples. At any given moment there may be a dozen or more on Ebay!

Other games are much more difficult to find. A recent addition to my collection is another Parker Brothers game called "Buster Bumps Automobile Trip." Another cute box and a potentially fun game.

There are some quite rare ones out there, and complete or not, the quality of the illustration and condition of the box has a lot to do with value. I've learned to appreciate bargains when I find them, and they don't come from internet sales or antique shows. Some serious game collectors are known to haunt those



One of the most enduring games was issued by Parker Brothers starting in 1907 – Touring. Over the next 100 years the game has "motored on" in various forms of container and updated as necessary to depict ever newer autos. The earliest version is not too hard to find, but trying to locate one in great condition is difficult. They were enjoyed! That first edition was packaged in a small red box, just the size of the playing cards within. Later versions came in a larger box with an automotive scene illustrated on it. They were updated in the teens, twenties and 30s. Later versions can be easily found and price-wise run from \$10 to \$35 depending on condition. The illustrations are cute and very well done. Be fussy



venues and pay large sums for quality early items. I'm content to wait patiently for antique shop discoveries, or -- no, I won't reveal my sources.

Terry Bond



The Tidewater Region AACA invites you to our Fortieth Annual Meet



**8 am to 3 pm
Saturday**

**September 28, 2013
Virginia Beach Airport &
Military Aviation Museum**

**TWO great shows featuring hundreds of
beautiful cars, trucks, and motorcycles!
Special Displays of Vintage Tractors and
Antique Gas Engines!**



Dash Plaques for the first 300 vehicles! Multiple Class and Special Category Trophies

PRESERVING THE PAST

'As-built' antique and special interest vehicles (1988 and older) – AACA-style Judging

MODS and RODS

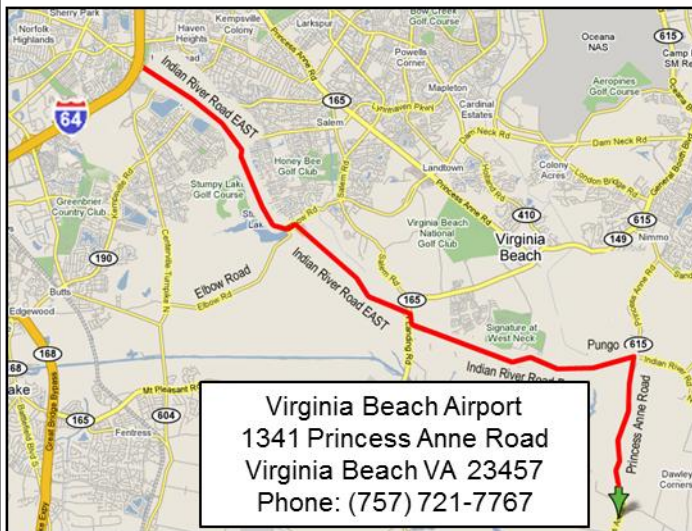
Modified and custom vehicles (1988 and older) - Participants Judging

FIRE EXTINGUISHERS ARE REQUIRED FOR ALL DISPLAYED VEHICLES!

General Admission for spectators is \$10.00 per vehicle and covers all vehicle occupants, including:

- Free access to the Aviation Museum (Normally \$10.00 per adult)
- An opportunity to view a large display of fine vintage and modified automobiles
- Automotive parts flea market
- Food Concessions

The Virginia Beach Airport and Military Aviation Museum is one of the finest operating military aircraft museums in the USA, offering up-close access to an amazing collection of restored and mostly operating vintage aircraft from the US and numerous foreign countries.



**Virginia Beach Airport
1341 Princess Anne Road
Virginia Beach VA 23457
Phone: (757) 721-7767**

Meet Chairman

Tony Scarpelli

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TRAACA President

Wes Neal

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Additional meet info and forms are
available at:

www.aaca.org/tidewater

My 1949 Packard Super Deluxe

(Part 2 of 2)

By Bruce Sedel

If you recall the story in last month's Mudflap, I described the acquisition of my 1949 Packard Super Deluxe sedan at an auction in Atlanta Georgia. This issue I will tell you some of the details of its restoration.

It was the first week of February of 1999 when I received a call from the driver of the transport company telling me he was approaching Virginia Beach in a fifty foot tractor trailer with a 1949 Packard on board. I had been biting my fingernails waiting for the delivery call after more than thirty days had elapsed following the close of the auction and my patience was being thoroughly tested. When I had previously contacted the transport company, I was told that the car had to be temporarily stored in their warehouse in Atlanta, Georgia due to bad weather continually delaying truckers trying to get underway. Anyway, it was a typical blustery, cloudy thirty-five degree dead-of-winter day when the dude arrived with the Packard.

I have to say the driver was one hell of a good guy as he helped me push the car from the street where it was off-loaded a short distance down the alley and into its new home in a clean heated garage. I wasn't about to make any attempt to start the thing up until everything in the engine bay was thoroughly examined, diagnosed and repaired. I gave the driver six one-hundred dollar bills to cover the delivery invoice and an extra hundred dollars for a job well-done.

The first task at hand was to begin the process of freshening the engine and all of the attached components. I waited until the weather moderated before delivering the car to Enginuity Auto Repair where mechanic Greg O'Brien went through each and every system inside the engine compartment. The radiator was removed and sent out for refurbishment.

All bolt-on components such as carburetor, starter, generator, fuel pump, water pump, etc. were removed, cleaned and/or rebuilt, detailed, restored, re-painted, and re-installed. The oil pan was removed, cleaned and reinstalled with a new pan gasket. The gas tank was sent out for cleaning and seal coating. All fuel lines were blown out. The block was cleaned, flushed and treated with a fresh coat of Packard Gray engine enamel.

All four wheel systems were rebuilt with new wheel bearings, cylinders and brake shoes. Four new B.F. Goodrich Silvertown wide whitewall tires completed the package. When everything was buttoned up, the engine was fired up for the first time and it ran just like a Packard straight-eight engine should, silky-smooth, quiet and steady. The inaugural drive from the shop to home was a treat.

As I stood there looking at the car in the driveway, I couldn't stop noticing how beautifully straight the bodylines appeared. It was obvious this car had never been in any accident. But that was the good news. The bad news was the fact that the atrocious yellow paint that I had previously alluded to had to go. So began the process, little by little, step by step, day by day, all of the bright work, front end grille and bumper assemblies and exterior door handles were carefully

removed. All fasteners were bagged and labeled and notes were made as to what pieces needed to be replaced. Interior window mouldings, door panels, carpet, front and back seats and finally the side window glass panels were removed. As the richly appointed niceties were being removed, the car was becoming less and less representative of its former elegance and high society and slowly looking more and more unsightly like a ragged old pauper at an urban orphanage.

With the vehicle nearly skeletal, it was time to put up the kid gloves and step up to the plate to the fun part called paint removal. I decided to go the chemical strip route because after disc-sanding a small area on the fender, I discovered there was a ton of paint material that needed to be removed. Sanding revealed multiple layers of paint and as it could be surmised, the surface was wrapped with around three or four coats of yellow on top of a layer of one to two coats of bonding primer and below that was the original Packard factory dark blue lacquer and then underneath that was the original primer. So, as you can imagine, it was a huge task to get all of that crap off.

Trying to sand the paint off would have been far too difficult of a project. Instead of clouds of dust generated by a disc sander, I opted for breathing chemical strip solution for the better part of four months. I feel pretty certain that I will not soon repeat such an effort. At long last, there it stood, original factory sheet metal. It was a great celebration to discover that there was no rust or damage anywhere on that sheet metal.



It was about the end of June when I drove the car over to Auto Elite Collision Center where painter Brian Dodson began the process of returning the Packard back to its original color of Packard Blue Metallic. That was to say at least as closely as possible. As many of us know, most manufacturers of automobiles built through the post-war period used lacquer-based paint material. Body shops today are so regulated, most no longer use lacquer paints and instead utilize acrylic and other urethane-based systems such as the two-part urethane-based system of flat base color topped with a high gloss clear coat. This is what the body shop recommended for the repaint of the Packard and I was fine with it.

I drove by the shop often to check on the progress and

happened to be there on a day in early August when the guys had just pulled a partially painted vehicle out of the paint booth. Brian had stated there was simply so much surface to paint all at once that he opted to paint the top and the door jams first and then the rest of the fully prepped and primed body would follow. Brian looked very pleased and seemed every bit as excited as I was. The stately old beast was looking better and better clad in its fresh new urethane clothing!

The following week the paint was complete, but Brian informed me he wanted to wait thirty days for the urethane to cure before his guys would do the finish polishing. The high-volume low-pressure application of paint material resulted in an extremely smooth finish with minimal "orange peel". Wet sanding and polishing conducted thirty days later basically finished off a beautiful and professional job. I was so pleased I simply couldn't wait to begin re-assembly of the stainless and bright work.

By the time I was able to pick up the Packard from the paint shop, it was mid-September and I had already picked up all of the chrome plating from Mack King at Royal Silver. The stuff was so shiny it almost gave me headache. I pulled the car into the garage and immediately began. First the long body side-stainless mouldings were fastened. This was not a particularly difficult task as the clips used were the pressure spring type so you merely just line up the clip with the hole and simply tap it right in place.

The grille assembly was much more complicated due to the extremely tight fit. Everything had to be properly fastened so the assembly could slide comfortably into the grille opening. The senior Packards of this era have sixty-two bolts that hold the grille assembly in place! All in all it was not a terribly frightening

experience getting everything bolted up. It was in fact much easier re-installing than it was disassembling.

By the end of 1999 the car was definitely getting close to completion. I had a few issues with the interior, so I spent the rest of the winter purchasing mohair material for the door panels, correct wool blend carpeting and jute underlayment. The remainder of the interior, headliner and seat upholstery was original factory material and I was determined to save it. In the spring of 2000 I turned the car over to auto interior master, Paul Cho.

Paul was able to sew the mohair material into the portions of the door and interior panels so it closely matched the existing factory material and Paul also re-sewed much of the seat upholstery stitching that had deteriorated. As we were able to save so much of the original factory material, Paul's job turned out to be not so extensive. The entire headliner as well as the door-panel inserts and the three-stripped broadcloth seat upholstery are original from 1949! Spring of 2000 the Packard was officially back on the road!

Today, after more than forty-thousand trouble-free miles, I have just replaced the tires marking the first time in my life that I have ever driven the tread off of a new set of tires on an antique car. The odometer quit working in 2008 at around sixty thousand miles and I still have not repaired it. Instead I've been keeping a log of all the miles driven so I know the mileage is over eighty thousand. To date no one has ever been inside the engine other than the replacement of the clutch assembly three years ago. The Packard still runs and drives like it would have back in 1949 which makes this old car a keeper!!

Insurance Appraisals/Pre-Purchase Inspections Accepted by Major Antique Auto Insurers Licensed and Insured

Dan Ciccone

757-391-9006 (w) 757-576-9228 (c)

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 Owner

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 Headliners

Rag Tops

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 Door Panels
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 2602 Build America Drive

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 ERNEST OLSON
 MICHAEL OLSON

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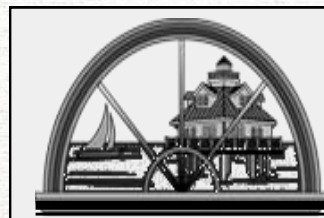
International Vehicle Appraisers Network



(757)421-9028
 Fax: 421-4165

jlocke@i-van.org
 www.i-van.org/locke.htm

900 Taft Road, Chesapeake, VA 23322



SMITHFIELD STATION

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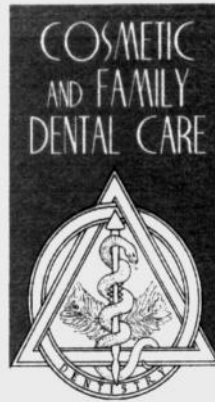
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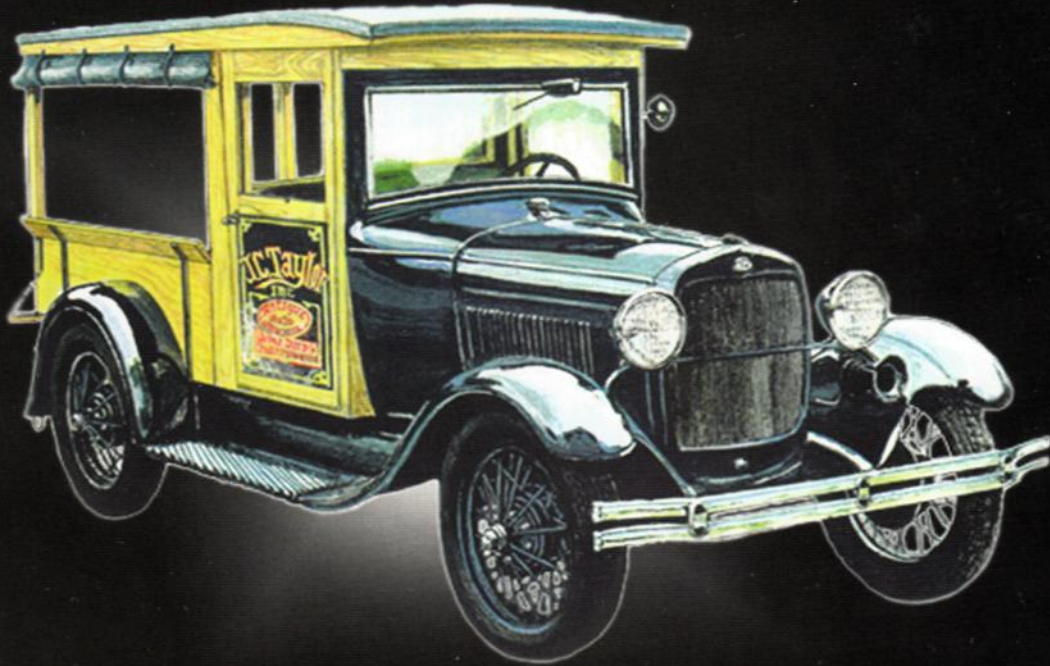
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Register YOUR vehicle for the Tidewater Region AACA Fortieth Annual Meet



Virginia Beach Airport - 1341 Princess Anne Road - Virginia Beach VA 23457
8 am to 3 pm Saturday, September 28, 2013

Show Information:

- Meet Chairman: Tony Scarpelli Phone: (757) 810-1600 email: scarpp02@aol.com
- TRAACA President: Wes Neal Phone: (757) 321-6325 email: Wes.Neal@cox.net

PARTICIPANT REGISTRATION FORM - PLEASE PRINT
Tidewater Region AACA 39th Annual Meet – September 28, 2013

REGISTER FOR THE SHOW OF YOUR CHOICE!

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

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Swap Meet and Car Corral

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Richard and Sandy Hall
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Chesapeake, VA 23322

SHOW REGISTRATION
John and Marie Gancel
828 Trillium Place
Virginia Beach VA 23464

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

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

VEHICLES MUST BE ON SHOW FIELD BY 11:00AM

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

VEHICLE 1 Make _____ Model _____ Year _____

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

VEHICLE 2 Make _____ Model _____ Year _____

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

First vehicle EARLY REGISTRATION (Postmarked BY September 15, 2013)	1 @ \$20.00 _____
First vehicle LATE REGISTRATION/DAY OF SHOW (NOTE: Not eligible for AACA Judging)	1 @ \$25.00 _____
Additional Vehicles (\$15 each)	_____ @ \$15.00 _____
Flea Market (Approximately 10' x '30')	_____ @ \$20.00 _____
Car Corral (Single parking space)	_____ @ \$15.00 _____

Total (includes admission to the Military Aviation Museum)

\$ _____

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

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

Signature: _____ Date: _____



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

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