

The Mudflap

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

Volume 59, Issue 1

January 2015



TRAACA *Winter Blast* The Mariners' Museum Saturday, January 10, 2015

The TRAACA is kicking off 2015 by visiting the Mariners' Museum in Newport News on Saturday, January 10th. We'll start in the morning with a guided tour of the USS *MONITOR* Center, followed by dinner in the afternoon at the Al Fresco restaurant. After dinner, members can return to the museum to explore it more. Tickets to the museum are \$10/person. Dinner will be approximately \$16.

We'll meet at the Cracker Barrel restaurant off Exit 11A of I-664 in Chesapeake (4700 Portsmouth Blvd) and depart for the museum at 9:15 AM. (Alternately, members can meet us at the museum at 10:00 AM.) We'll take Portsmouth Blvd to Shoulders Hill Road to Rt.17 North, cross the James River Bridge, then take Warwick Blvd to J. Clyde Morris Blvd and turn left

into the Mariner's Museum (100 Museum Drive, Newport News, VA, 23606). Our tour begins at 10:00 AM.

At 12:30 PM we'll depart for the restaurant, which is located at 11710 J. Clyde Morris in Oyster Point Square. (We have a choice of five dinner selections: Spaghetti & Meatballs; Eggplant Parmesan; Lasagna; Rigatoni & Sausage; and Tortellini Baronessa.)

Please e-mail Dick Chipchak (dchipchak@aol.com) or call him (495-0115) with your name and the number of tickets you need; number of people having dinner at Al Fresco's; your cellphone number; and the vehicle you'll be driving.

Please join us for the club's first activity of the year and travel with us to the Mariners' Museum in Newport News—we're going to have a *Blast!*



CAUGHT IN THE HEADLIGHTS—Jim Villers and his 1967 Porsche 911. Read the story on Page 6.



TRAACA CALENDAR

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

JANUARY 2015

- 6 TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 10 TRAACA Winter Blast
Mariners' Museum
Newport News, VA
- 24 TRAACA Dinner Meeting &
Board Induction Ceremony
Holiday Inn—Norfolk Airport
(Social hour begins 5:00 PM)

FEBRUARY 2015

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

MARCH 2015

- 3 TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 7 TRAACA Swap Meet
Hickory Ruritan Club
Chesapeake, VA
- 14 St. Patrick's Day Party
Westminster-Canterbury
Virginia Beach, VA

APRIL 2015

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

From the Driver's Seat

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“At last, the Wheel comes Full Circle; and what a Wonderful Ride!”

- **Cassandra Clare**

This being my last President's message, I saw this quote and felt it was fitting in many ways—somewhat of a car reference with a positive statement that covered some ground over time.

I can't help but think back in the confidence extended by the members and board in selecting me to be President for the past two years. Starting my tenure at that time with several key areas about to change, you accepted my Club focuses on “CARS.” Two years ago I felt a need to focus on how we: Communicated to the Club, the Activities we attended, the Restaurant needs and costs we had for our monthly dinners, and building, managing, and caring for the members in our car club Society. Then, in the second year, expanding the focus with a little twist to “MYCARS” by adding Club Marketing and Youth.

I feel we did and are doing a pretty good job, but only due to the efforts of those in the club that share my same desire to make our club what it is. So, I want to thank the following members in these key focus areas:

- **M**arketing of the club expanded with a TRAACA Facebook page, and the efforts by Linda, Sam, John, and

team for the 2015 AACA Eastern Spring Meet we are hosting at the end of April and early May this year (30 Apr – 2 May 2015).

- **Y**outh expansion, thanks to the efforts of Bob, Melanie and Tyler on shoring up our Youth Chapter and partnering with Tidewater Community College.

- With **C**ommunications a key focus, many thanks to Mark on the club's newsletter *The Mudflap*, managing each month's content and deadlines, and to Bob for constant updates (sometimes even from Africa) to our club website and producing the weekly *Mud Speck* email, keeping all of us current on Club events.

- **A**ctivities, with the many thanks to Dick, Tim, Bill, and Dot for planning, scheduling, and sometimes rescheduling club events and activities that are most memorable and enjoyable.

- **R**estaurants, thanks go to the initial team of Bill and Dick for searching for restaurants that would meet our growing needs, and especially to Marion for the last two years of working with the Holiday Inn, Founders Inn, Norfolk Yacht Club, the Calling Tree committee, and finding a monthly speaker for some of the best dinners of the year. The chocolates were a real treat!

And last, but not least, to the behind the scenes **S**ociety efforts: thanks to Kit for the accounting, Toni for the Sunshine Reports, and Jim for tracking and managing the memberships. Due to their efforts and those of others like Neil and Terry for the annual Swap Meet, Tony and Sam for our annual Fall Meet, and Dot, Sam and Bob for the annual Silent Auction, the club's funds are also healthier.

So drive safe, and thanks for the **Wonderful Ride!**

Wes Neal

2014 TRAACA Officers & Board

President - Wes Neal: wes.neal@cox.net
Vice President - Jim Villers: 190sljim@cox.net
Secretary - Melanie Kordis
Treasurer - Chris (Kit) Lawrence
Board - Tyler Gimbert
Board - Marion McAlpine
Board - Skip Patnode
Board - Tim Russell
President Emeritus - Bob Stein

Visit us on the Internet at:
local.aaca.org/tidewater!

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

December 3, 2014 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:26 PM at the Holiday Inn—Norfolk Airport on Military Hwy. Directors present were Wes Neal (President), Jim Villers (Vice President), Melanie Kordis (Secretary), and Bob Stein (President Emeritus). Board members present were Tyler Gimbert, Marion McAlpine, Skip Patnode, and Tim Russell. Also present were Bob & Dot Parish, Matt Doscher, San Kern, Frank Lagana, Mickey & Toni McChesney, Mark McAlpine, Linda Pellerin, Neil Sugermeyer, and Barbara Talley.

Secretary's Report: The November report was printed in the December *Mudflap*.

Treasurer's Report: The club made money on all 2014 events: the Swap Meet, Silent Auction, and "Wings & Wheels" Meet.

Restaurant Report: Submitted electronically.

COMMITTEE REPORTS

Marketing/PR: Review of efforts for the National Meet. Encourage and enlist club members to ask businesses to advertise in the Meet Program.

Youth Chapter: Formatting plans to work in a different direction rather than directly with Tidewater Community College students.

Communications:

- *The Mudflap:*
 - Mark McAlpine reminded the Activities Committee that he needed the club's 2015 activities calendar for the January issue of *The Mudflap*.
 - Deadline for inclusion of info in *The Mudflap* is the 25th of the previous month.
 - To date 12 of 15 advertisers have renewed for 2015.
- *The Mud Speck* and club website: Nothing to report.

Activities:

- January 10, 2015: TRAACA Winter Blast.*
* Denotes TRAACA-sponsored activities

Restaurants/dinner meetings:

- Saturday, January 24: Annual Awards Banquet and Board Induction Ceremony at Holiday Inn—Norfolk Airport.
- Thursday, February 19: Monthly Dinner Meeting at the Holiday Inn—Norfolk Airport, 6:00-8:30 PM.

Society:

- Report by Jim Villers. 56 members have renewed and 1 new member as of December 2, 2014.
- Sunshine Report in *The Mudflap*. The Board is looking for a new Sunshine reporter. If interested, contact Jim Villers. Additional club positions are also available for members willing to contribute.

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OLD BUSINESS

- TRAACA Swap Meet will be Saturday, March 7, 2015, at the Hickory Ruritan Club in Chesapeake. Neil Sugermeyer requested members step forward to help organize the swap meet this year so they can learn the ropes and take over the swap meet in 2016.
- Members requested to return all club annual trophies to Wes Neal before the Installation Dinner (Jan 24th).

NEW BUSINESS

- Deferred discussion of preparations for 2015 Eastern Spring Meet to separate meeting.

The next board meeting will be Tuesday, January 6, 2015, at 6:30 PM at the Holiday Inn—Norfolk Airport.

The meeting was adjourned at 7:09 PM.

2015 AACA EASTERN SPRING MEET ACTIVITY

- Linda Pellerin, Meet Chairperson, showed a layout of the meet facilities at the show field (the Military Aviation Museum) and discussed logistics for all activities.
- Members will be at the Host Hotel (Sheraton Virginia Beach Ocean Front) on Wednesday, April 29th, to begin registration.
- Meet planning & organizational meetings will continue monthly. The next meeting is January 6, at the Holiday Inn, following the monthly Board Meeting. All club members are invited to attend.
- Current point of contact for event planning: Linda.
- Subcommittees:
 - Logistics—Sam Kern; Advertising—Tony Scarpelli; Field Set-Up—Jim Villers; Show Field Layout—Neil Sugermeyer; Hotels—Marion McAlpine; Food Vendors—Tim Russell; Parking—Mickey McChesney; Trailer Parking—Mark McAlpine; Children's Program—Barbara Talley; and Fashion Show—Marty Sugermeyer.

Respectfully submitted,
Melanie Kordis, Secretary



TRAACA Holiday Party

December 7, 2014

Story by Marion McAlpine. Photos by Bob Stein.

On Sunday, December 7, 2014, 74 TRAACA members gathered at the Norfolk Yacht and Country Club for the region's 2014 Holiday Party. The festivities began with a social hour at 2:00 PM, then the group enjoyed a delicious afternoon dinner buffet of carved top round roast beef, baked ham with pineapple sauce, and roast turkey with cornbread stuffing, various side dishes, and assorted desserts. The party was held in a large room with a beautiful view of the Lafayette River and, later, a stunning sunset.

After dinner, TRAACA President Wes Neal gave some brief remarks and updated the members on the health of the club—we're solvent, we had fun throughout the year, and we're preparing for the 2015 AACA Eastern Spring Meet that we're hosting at the Military Aviation Museum on 30 April – 2 May. He concluded his remarks by thanking all the club officers, committee members and volunteers for their efforts and club members for their support throughout the year.

After the business meeting portion, Marion and Mark McAlpine led the 2nd Annual Holiday Trivia Contest. Each member of the winning table won a small Christmas ornament and bragging rights. Congratulations to Bill & Liz Coburn, Liz's mother, George & Sheila Gurnee, and Tim & Rhonda Russell for their impressive knowledge of holiday movies and songs. [Editor's Note: The question that tripped up many members: "In the movie based on the classic Charles Dickens' story *A Christmas Carol*, how many ghosts visited Ebenezer Scrooge on Christmas Eve?" The answer: four—the ghosts of Jacob Marley, Christmas Past, Christmas Present, and Christmas Yet to Be. Several tables forgot about Jacob Marley.]

The party concluded with a drawing for a cute gingerbread house handmade and donated by Holly Chipchak. Chris Hunt was the winning recipient of the house. She left with the house in hand and a smile on her face.

Everyone seemed to enjoy the meal, the holiday decorations, and the chance to catch up and celebrate with fellow TRAACA members. This was the final official club event in 2014. Here's to a happy (and safe) New Year—see you at the TRAACA Awards Banquet and Board Induction Ceremony on Saturday, January 24, 2015.



View of the Norfolk Yacht & Country Club (photo from its website)



(L-R) Margie Ives, Jim & Betty Villers, and Marion McAlpine taking care of business at the Registration Table



Good friends, good food, and good times celebrating the holidays



Like most TRAACA functions, it's all about the food (and cars)



Neil Sugermeyer, Dewey Milligan and David Curl trading stories



Marion & Mark McAlpine emcee the holiday trivia contest



Mariaclara & Patrizia Ludovici



Winners of the Annual Holiday Trivia Contest: (clockwise L-R)—George & Sheila Gurnee; Bill & Liz Coburn; Liz's mother, and Tim & Rhonda Russell



Which was better—the food or the camaraderie of good friends?



Chris Hunt won the gingerbread house donated by Holly Chipchak



Matt & Vickie Doscher and Marty Sugermeyer



A fitting end to a beautiful day & great club event. Happy holidays!

Caught in the Headlights—TRAACA Members & Their Cars

Jim Villers' 1967 Porsche 911—The Story Behind "JR"

Story and photos by Jim Villers

"JR" is a 1967 Porsche 911; "JR" stands for "Just Red." Like many car projects, it evolved from a classified ad in a car club magazine: "1967 Porsche 911 Project."

I had just completed my 1965 Porsche 356C restoration and had begun thinking about my next project. My query about the ad resulted in some pictures and a description that included "under restoration for 20 years, 911 chassis being restored as 911S; 911S engine not included." (The 911S engine was worth more than everything else.) With the enthusiasm of ignorance, a deal was struck, and Wes Neal and I drove up to New Jersey and hauled the chassis back to Virginia Beach.

Inspecting the chassis and opening the many boxes led to some surprises: a 1995 receipt for an interior kit and many 2005 receipts from Porsche for miscellaneous new items. Everything had been saved, from tattered interior padding to old rubber bushings and seals. On first view, the chassis looked excellent, all rust had been replaced with solid metal, the painting & undercoating were the correct type. This looked like a simple restoration project.

Reality began to set in when trying to place the fenders—nothing fit. While looking good, the shape and fit lines were not even close. The previous "craftsman" must have enjoyed cutting, welding and using Bondo without being concerned with the final shape. My craftsman spent hours removing the Bondo and figuring out what had been done and what was needed to correct it. The metal around the driver's door jamb needed to be pressed out about an inch. The misshapen rear deck lid was replaced with a correct lid and the rear chassis pressed out to match the lid shape. Restoration is all about details and all of the details of this chassis needed improvements.

Did I mention that the chassis came without an engine? The chassis was #305119, the nineteenth chassis of model year 1967, assembled in July 1966, and it was delivered with a 901/05 six cylinder, 2.0-liter engine. Locating one of the 2,250 "correct" engines was going to be a challenge. I found an old posting on a forum about a 901/05 engine being stripped from an abandoned Porsche in Hawaii. After numerous e-mails and reassuring the seller that I was less concerned with the engine's condition than its serial number, he built a stout wooden crate for the engine and included the other useable items from the hulk: the complete dashboard with gauges, switches and the wiring harness. The cost of the ocean voyage and truck transportation exceeded the cost of the engine, but "JR" now had a correct engine. The chase is sometimes more interesting than the routine work of restoration.

The chassis was now at the body shop for the hours of metalwork and weeks of sanding and more sanding. While the chassis was red, the shade of red did not quite



"JR" was ignobly confined in a trailer before being freed by Jim



"JR's" interior stripped down before restoration



A correct 2.0L engine was located in Hawaii, but needed work

match my recollection of Porsche Polo Red. After some research, we procured the original Glasurit formula paint from BASF and the color was perfect.

Before the engine arrived, time was spent restoring pedal bushings, brake calipers and a multitude of mechanical components. Chrome was sent to Royal Silver, gauges were sent to Hollywood Speedometer, and bright metal

was sent out for plating. Days were spent cleaning, degreasing, painting and refurbishing everything.

The engine arrived with new challenges. All ferrous metals were fully corroded and even a couple of cast magnesium items had partially dissolved. Fortunately, the engine was manufactured from die cast aluminum parts and the aluminum had resisted the ravages of time.

Disassembling the flat six opposed engine was challenging. Removing the heads revealed that the pistons were corroded in place. Even soaking them for a month with aggressive rust penetrators did little to loosen them. It finally took an afternoon of mechanical presses and a big hammer to loosen each piston and to individually walk out each cylinder from the engine case. The worst was over as the internal engine components, covered with oil, survived well.

Next was the search for the parts necessary to rebuild the engine. Bearings, sprockets, chains, and gaskets were easy; heads, pistons, cylinders and engine tin were harder. Porsche used this two-liter engine for only a few years and many 2.0L engines were exchanged for later, more powerful models. With some difficulty, a set of two-liter pistons and cylinders were purchased and four replacement heads were found. Abacus Racing rebuilt the heads and balanced and polished the crankshaft.

Time for assembly. Did anyone inform me that assembling the 911 engine would be interesting? I gathered my hundred-page illustrated book, four different special sealants, several special tools and the hundred or so parts for the rebuild. Everything must be assembled in a specified order: the rods are installed on the crankshaft, the oil pump & crankshaft are then placed in the right half of the engine case, and the case torqued together with a special sealant. The pistons are then installed on the rods and the individual cylinders installed over the pistons. With the six cylinders in place, time to install the six heads, then the cam towers and cams. Each of the twelve rocker arms has its own rocker arm shaft, which must be torqued in place. Aligning and adjusting the cam drive sprockets and chains require special tools and clockwork precision. It took all of the one hundred instructional pages and two days of work to assemble this 2.0-liter engine.

The balance of the restoration followed the normal routine. The chassis came back to the garage looking fantastic. The running gear was removed for cleaning and lubrication. Steering & brakes were installed, adjusted and tested. Installing door locks, windows, seals and wind wings finished off the doors. Lights and electrical components were connected to the wiring harness and tested. The headliner, rugs and dashboard cover were installed. Finally, exterior trim and bumpers were attached and the windshield installed. While sounding easy, every detail needed to be checked against documentation and then the final assembly to correctly reflect the documentation.

As some may recall, "JR" was completed the night before our 2013 "Wing & Wheels" Meet and the trip to the Military Aviation Museum represented her first test drive.

Driving home with a trophy felt rewarding, but "JR" was not finished. She was cosmetically attractive, but her heart was troubled.

I have since spent time learning about the unique dual three-throat Weber carburetors and the internal aspects of distributors that we all take for granted. With about 500 miles of driving and the trip to the Old Dominion Meet in Richmond last May, the engine was finally running like a Porsche engine.

My experience with "JR" has been a journey. I could not have imagined the amount of reading and study that would be necessary to restore a 911 Porsche. I also find it hard to express my excitement about driving this car: it is light & nimble like an old VW Beetle, but with 120 free-revving horsepower it feels & performs like no other car.



"JR's" interior after restoration



"JR's" engine after restoration—Jim does nice work!



"JR" post-restoration—and she runs as nice as she looks



Still Collecting Stuff — *Royal Doulton Series Ware* By Terry Bond

Some things just demand their own articles! Such is the case with one of my favorites collectibles—Royal Doulton Motorist Series Ware.

Royal Doulton is a well-known name in pottery, and many of its series ware pieces are very collectible. Among the most sought after is the series depicting humorous early motoring scenes.



Royal Doulton Motorist Series plate—“A Nerve Tonic”

These were produced between 1903 and 1913 by Royal Doulton in England. They were produced by the transfer print method, whereby master images were printed using transfers (decals) and were then hand colored by production artists. The master illustrator was George Holdcroft. Most references indicate this series was first exhibited at the St. Louis Exhibition in 1904.

The illustrations appeared on many different shapes, styles, and sizes of porcelain. Most well-known are the plates. 10½ inch and 9½ inch plates are found most often. More difficult to find are the larger platters (chargers), jugs and pitchers in various sizes, tankards, vases, and rarest of them all the unlikely forms of a cuspidor and a wall-pocket.

Style names of the pitchers are determined by their usage, with the water jug being the largest and the smaller size known as the milk pitcher. Only one piece, a small



Close-up of scene from Royal Doulton plate—“Deaf”

biscuit jar, was ever designed to use a lid, which is often missing from the piece and so is frequently misidentified as a small vase.

The scenes are titled as “Deaf”, “Blood Money”, “Itch Yer on Gov’e nor?”, “Nerve Tonic”, “After the Run”, “A Horse! A Horse!”, “Room for One”, “The New and the Old”, and one untitled piece commonly known as “Can I Find You a Tow, Sir?”. That later piece depicts two men working on an early car that has broken down in front of a pub, while a local watches and offers to get a tow for them. All these titles are clearly marked on the front of the object; however, this one unmarked piece seems to be also known by several other names, most commonly “Outside Checkers Inn.” In terms of rarity, for some



Royal Doulton pitcher —“After the Run”



Royal Doulton plate—"Can I Get You a Tow, Sir?"

reason I'm finding "A Horse! A Horse!" and "The New and the Old" very difficult scenes to find on any piece.

With the advent of the Internet, my own collection has grown. But Susan's eagle-eyes and knowledge helped land a very nice piece this year at Hershey—a rare milk pitcher.

Condition is everything and greatly affects value. Plates themselves can run in the \$200+ area, while the larger chargers can command double that. The pitchers often run in the \$350-\$500 range with the larger sizes upwards of \$1,000. Some of the rarer shapes like the vases and double-handled pitchers are nearly impossible to find. I've seen damaged pieces selling for hundreds.

These were still mass-produced objects and you'll find glaze production flaws including foreign object, dull areas, and even dimples where the plates rested on special racks during their firing. Chips and cracks normally devalue items considerably, but the rarer pieces seem to be unaffected by minor condition issues. The most common flaw is the glazing itself. It is difficult to find pieces without significant crazing (small glaze cracks resembling spider-webs).

Don't let all this scare you away from searching for a nice piece of Royal Doulton, though. Bargains are still out there. I've found them in antique shops for less than \$100 and have even snagged a few sleepers off eBay at bargain prices. With this type of collecting, I may add only one or two pieces a year, but it's sooooo satisfying when you do make that discovery.

I know of only one collection of Royal Doulton that I'd consider complete and it's privately owned by a collector in England who has spent a lifetime assembling it. Of course he has the advantage of looking right where it originated, although there was a significant market for it in France, Germany, and of course the United States. I'll never match that, so I'm content to add a few pieces and

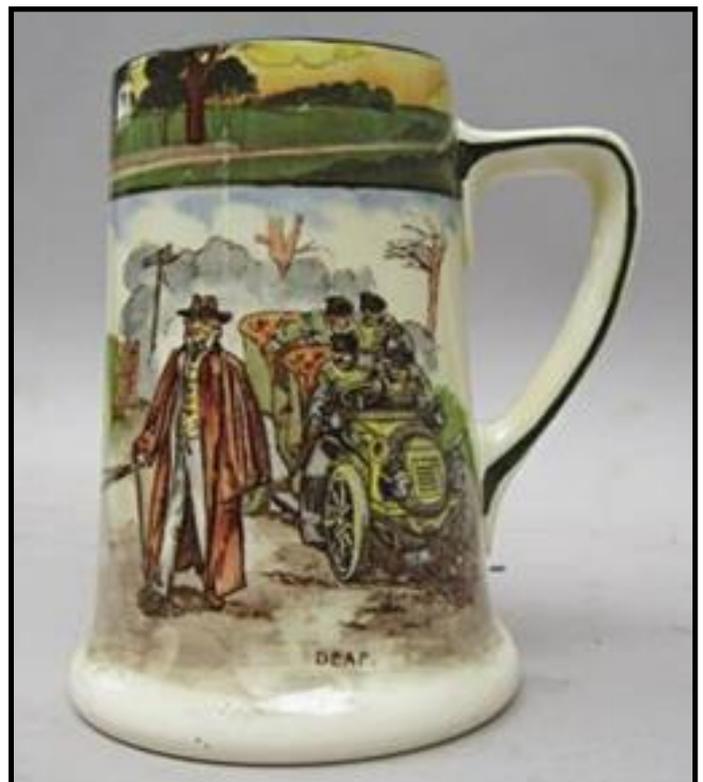
just try to gather at least one example of each scene.

None of this was made to eat off of, although plates and serving bowls would suggest otherwise. I suppose some well-to-do motorist would use these at a fancy dinner party, but they were mostly used as display pieces, and are referred to as "rack plates" or "display pieces" in the antique trade. I'm sure the biscuit jar would have held biscuits (that's British-speak for cookies) and the cuspidor may have been used for its intended purpose. I know I've celebrated the acquisition of my tankard by drinking beer from it, too. Otherwise, these pieces are to look at, and you'll rarely find a plate with a knife scratch on it.

Enjoy the pictures and, as always, enjoy collecting!



Rare Royal Doulton bowl—"Blood Money"



Royal Doulton lidless tankard—"Deaf"

TRAACA Awards Banquet and Board of Directors Induction Ceremony

Saturday, January 24, 2015

Our January Dinner Meeting is our annual Awards Banquet and Board of Directors Induction Ceremony and is being held on Saturday, January 24th, at the Holiday Inn—Norfolk Airport. Dinner will be buffet-style and includes Roast Sirloin with mushroom Bordelaise sauce, Chicken Marsala, and Citrus Salmon with orange glaze, accompanied with house salad, rolls, fresh seasonal vegetables, au gratin potatoes, and dessert. A cash bar will be available. The cost is being finalized, but the club is subsidizing the meal so it will be \$25-\$30.

The banquet will begin with a social hour from 5:00-6:00 PM, followed by a brief business meeting, presentation of the annual awards, and the induction of the 2015 Board of Directors: Jim Villers—President; Mark McAlpine—Vice President; Melanie Kordis—Secretary; Marion McAlpine—Treasurer; and Board Members Matt Doscher, Tyler Gimbert, Skip Patnode, and Tim Russell.

Bill Holmes to Present “His” Award at TRAACA Annual Awards Banquet

Some three decades ago then-TRAACA member Bill Holmes initiated an award to be presented annually to the owner of a 1927 or older vehicle having participated the most in club and national events during the year. Called the W.B. Holmes Overland Award, it commemorated the extensive use of his 1922 Overland Model 4A touring car in club activities, and encourages those with older cars to actively participate as well. The first winners from 1985-1987 were Chuck and Shirley Thode for their 1923 Oldsmobile touring car. There have been a number of other winners over the ensuing years. (Last year's winner was Sam Kern for his 1925 Franklin.) This year's awards banquet marks the 30th consecutive year the Holmes Overland Award will be presented.

Bill was associated with the TRAACA from 1973-1974 and then again from 1981-1985, with Navy tours of duty taking him in and out of the area. Bill is now retired, and he and his wife Karen reside in the Washington, DC, area. He is still very active in the hobby and is an AACA Master Judge.

Bill says he enjoyed driving his Overland in many Tidewater events between 1981 & 1985. However, he sold the Overland some years ago because it didn't do well in the metropolitan DC area traffic. Presently he is restoring a 1941 Buick Super 4 Door Phaeton.



1922 Overland Model 4A Touring Car

While the longevity and legacy of the W.B. Holmes Overland Award are both remarkable & noteworthy, there is more to the story. Come hear it at this year's Awards Banquet and Board Induction Ceremony on Saturday, January 24th, where Bill Holmes will present the award to this year's winner. Please join us at the dinner and heartily welcome Bill and Karen as our invited guests!



AACA Calendar of Events

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

FEBRUARY 2015

12-14 AACA Annual Meeting
Philadelphia, PA

MARCH 2015

6-8 Winter Meet
San Juan, Puerto Rico

18-21 Dual Grand National Meet
and Western Spring Meet
Tucson, AZ

APRIL 2015

9-12 Southeastern Spring Meet
Charlotte, NC

30- Eastern Spring Meet
2 May Virginia Beach, VA

MAY 2015

30 Apr- Eastern Spring Meet
2 May Virginia Beach, VA

4-6 SE Divisional Tour
Knoxville, TN

7-9 Central Spring Meet
Auburn, IN

JUNE 2015

4-6 Central Spring Meet
Independence, MO

JULY 2015

16- Southeastern Fall Meet
18 Louisville, KY

27- AACA Vintage Tour
31 Lancaster, PA

AUGUST 2015

25- Western Divisional Tour
27 Northern California
Santa Rosa, CA

30 - AAA Revival Glidden Tour
4 Sep Chickasha, OK

SEPTEMBER 2015

30 Aug AAA Revival Glidden Tour
4 Sep Chickasha, OK

14-18 AACA Founders Tour
Northeast Ohio

OCTOBER 2015

7-10 AACA Eastern Fall Meet
Hershey, PA



Wills Sainte Claire Auto Museum

Marysville, MI

Story and photos by Mark McAlpine



Wills Sainte Claire Auto Museum

A small, but interesting museum located an hour north of Detroit highlights a piece of automotive history long forgotten or not even heard of by many: the Wills Sainte Claire automobile. Although only about 12,000 Wills Sainte Claire automobiles were produced between 1921 and 1926, those who have seen one consider it a classic. Unfortunately, styling, mechanical advancements, luxury, durability, light weight, and endurance records were not enough to save the company during the competitive and tough economic times of the 1920s. The Wills' cost (6-10 times more expensive than a Ford Model T) and smaller size compared to its luxury competitors—Cadillac, Packard, Pierce, etc.—didn't help, and the company stopped production on November 23, 1926, and was liquidated.

Wills Sainte Claire founder C. Harold Wills worked closely with Henry Ford, eventually becoming the chief designer, metallurgist and first employee when the Ford Motor Company was established in 1903. He is credited with designing many components of the Ford Model T and the Ford script and oval logo still used today. However, by 1919 Wills became frustrated by Ford's refusal to update the Model T, and he left the company with over \$1.5 million in severance pay (a sizeable amount of money in 1919) to start his own auto company. He purchased 4,500 acres of land in Marysville, MI, along the St. Clair River, for his factory and "City of Contented Living" for his workforce. (The company name was a combination of Wills' last name and the river's name, with the extra e's added for class.) Production delays (partly because of Wills' tendency to shut down the assembly line whenever he had an idea for another improvement), low production, high prices, and the public's demand for low-priced cars doomed the company.

Only 80-90 Wills Sainte Claires vehicles are estimated to survive, and eleven of them (some restored, some partially restored, some awaiting restoration)—the largest collection in the world—are in the museum. Several other restored models are owned by antique car enthusiasts in the local area and displayed at the museum's events and local car shows.

For more info on the museum, C. Harold Wills, and

Wills Sainte Claire vehicles, visit the museum's website at www.willsautomuseum.org. For an interesting account of Wills & his cars, go to www.secondchancegarage.com and read the biography by Llewellyn Hedgbeth, the source of most of the information & words in this article.



*1926 Wills Sainte Claire T-6 Roadster (front)
1922 Wills Sainte Claire A-68 4-passenger coupe (back)*



Partly restored 1926 Wills Sainte Claire T-6 Cabriolet Roadster



Restored 1926 Wills Sainte Claire T-6 Cabriolet Roadster

My 1951 Studebaker—Land Cruising in Style

Story and photos by Bob Stein



2004 eBay ad photo that seduced Bob into buying the Studebaker

On July 3, 1951, John and Clara L. Bahr of Osmond, NE, drove to Al Lundstrom Motors, the local Studebaker dealer, in their 1941 Ford. They were farmers, and no doubt had looked carefully at the cars out on the market. The Champion 6-cylinder was known to be rugged and economical, and would have been the obvious choice. However, the car that caught their eye was a pale green 1951 Studebaker Land Cruiser—the manufacturer’s top-of-the-line “luxury” model.

The Land Cruiser was a long-wheelbase sedan with suicide doors and the more refined version of Studebaker’s “bullet-nose” styling. It also had Studebaker’s all-new OHV V-8 engine, one of the most advanced engines available from any car maker. This particular car was equipped with the optional overdrive transmission, “wet” air cleaner, windshield visor, Climatizer heater, wide-whitewall tires, and full wheel covers. It had been built on March 20th, and shipped by rail to Lundstrom Motors on June 18th.

Salesman Clayton McClain wrote up the deal, which allowed a \$400 trade-in for the Bahr’s ten-year-old Ford. They paid the balance of \$1,950 in cash. The selling price of \$2,350 included a spare tire and tube, and 15 gallons of gasoline.

The Bahrs kept the upscale sedan for nearly 30 years, and even after that it stayed in the family. On January 27, 1980, they gave the Land Cruiser to son Orville J. Bahr, also in Osmond, as a gift. Orville ended up parking the car in his barn, where it remained surrounded by hay bales until his death in 1987. His daughter Glenda and her husband brought the car to Omaha shortly afterwards. In 1990 they had it repainted the original Shenandoah Green by Bob Mulder and Son in Omaha, putting only a few hundred miles on the car over the next seven years.

Glenda sold the car to Andrew Wieger, a bar owner in Millard, NE, in August of 1997. He had the gas tank boiled out, but did little other work other than replacing

some hoses and other minor parts.

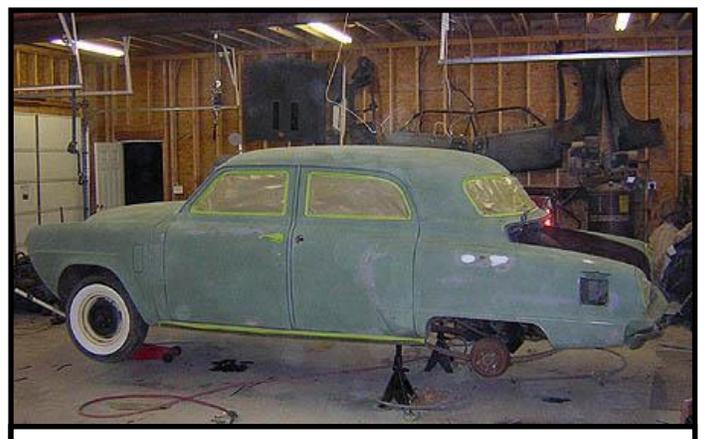
On November 16, 1998, John E. Waddell and friend Dewey Haviland bought the Studebaker from the bar owner, who was moving out of state. John explained, “Osmond is my family’s home town and I knew Orville Bahr and his wife, Audree. I also knew the man who worked for Al Lundstrom and sold the car. The dealership still stands in Osmond, but of course has gone through many owners and is now a body shop.”

By this time, the original interior was coming apart and the car needed some mechanical attention. John remembers, “When we bought the car we scraped an incredible amount of compacted mud from the undercarriage of the car. The mud really preserved the underside of the car and it truly was a country farm car. We changed out hoses, and did other routine maintenance work.” The “routine work” included rebuilding the front suspension, replacing the water pump, hoses, new timing gears, and many other small repairs to electrical and fuel systems.

By the time they were done, almost every operating system on the Studebaker had been cleaned, repaired, and/or adjusted. After more than a year of tinkering, all that was left were the cosmetics. The ten-year-old paint was still quite good, so they dropped the car off at Dr. Vinyl, an upholstery shop in Papillion, NE, for a complete new interior in the original style.

It took nearly two years to complete the job, with the shop working on the car “as they could get to it.” During this time, John became the sole owner. “I purchased Dewey’s half of the car when he got Hudson Hornet-itis and needed the money!”

As often happens in the car hobby, John ended up with more Studebakers than he could handle. “I had owned seven Studebakers at one time and was down to five. My goal was to get down to two by this summer so I could get rid of my rented—and leaking—storage building and bring the remaining cars home.” After some hard thought, John decided that the Land Cruiser would be one



The Studebaker being prepared for its repaint in 2005

of the cars to go. On April 9, 2004, he listed it for sale on eBay with a reasonable reserve and a tempting *Buy It Now* option.

As you have probably already guessed, this is where I entered the Studebaker's story. My first car was a 1951 Studebaker Land Cruiser, and I had been looking for another one for quite a while. I purchased a car earlier in 2004 off eBay, low mileage and complete, but very rough. The interior was shot, the chrome was pitted, the back end of the car was rotten, the glass was fogging . . . well, you get the idea. I got her running well, but when I started adding up what it would cost to make even a rough driver out of the car, I realized I had made a mistake.

When I stumbled across the eBay listing for "1951 Studebaker: Land Cruiser" I was rather surprised. The cars were relatively rare even when new, and I had only seen one or two others for sale in many years. I looked at the ad out of curiosity, and was immediately hooked. Some emails with John resulted in a lot more information and some photos that showed off the new interior and clean engine compartment. I looked at the bidding, and then at the *Buy It Now* price. Then I went outside and stared at my rough car and agonized for an hour—I DID NOT NEED ANOTHER CAR.

Like that has ever stopped me? I went ahead and bought the Land Cruiser, and thanks to John's kindness, was able to arrange depot-to-depot shipping to save money. Although there were some anxious days waiting for the car, I got the call from the Ashland Virginia depot on Sunday morning, May 9th. The Studebaker had arrived!

I hoodwinked best friend Chip Woolford into coming along to help me pick up some "Studebaker parts" and took off with spare tires, oil, water, brake fluids . . . and a tow bar just in case. When we pulled in, Chip spotted the Land Cruiser and said "Look at that! This guy has some beautiful cars!"

As expected, he assumed I was here to snag parts from a junker hidden out back. I started checking the car out and said "What do you think of the 'parts'?" He just gave me a look. "Oh, riiiiight." It took a bit of convincing before he believed me, but in short order I had the plates on the car. (John had overnighted the paperwork and I had the car titled, tagged, and insured two days after I bought it.) The car started right up and ran perfectly the entire 100 miles home, cruising smooth and cool at 70 mph and then crawling in tunnel traffic close to home. Remember, this was more than the car had been driven in years!

It's been over ten years now since I brought the Studebaker home, and it remains one of the most dependable cars I have ever owned. Mechanical issues have been few—a new voltage regulator in 2004, a rebuilt generator in 2005, a master cylinder in 2006, and freeze plugs in 2011. I stripped her down for an inexpensive repaint in the original color in 2005, and have replaced the windshield and most of the exterior chrome since then. I even found a NOS plastic nose for the front! I am planning a brake system overhaul with all new wheel cylinders

(available from NAPA!) over the winter, but even that is preventive rather than actually required maintenance.

The Studebaker remains a blast to drive—the original, untouched V-8 engine is strong & relatively economical, getting about 17 MPG on tours. It has been a limousine for many Senior Proms and several weddings, and gets lots of looks and thumbs-up from other folks as we zip past. I expect they may be surprised that the old girl has so much get-up-and-go.

John and Clara Bahr definitely made a great choice when they walked into their local Studebaker dealership. Sixty-three years later, the Land Cruiser remains a quality investment that has stood the test of time.



The Land Cruiser's luxurious backseat



Engine compartment of Bob Stein's 1951 Studebaker Land Cruiser



Bob's Land Cruiser at the 2005 AACA Eastern Spring Meet



TRAACA MEMBERS' PAGE

Welcome to Our New Members!

Brian McGarvey
Virginia Beach, VA
- 1966 Cadillac

Johnny & Carol Miles
Chesapeake, VA
- 1964½ Ford Mustang

Recent Award Winners

AACA National Awards—2014
Jim Elliott 1903 Cadillac Rear Entrance Tonneau
John Heimerl 1935 Chrysler Airflow Imperial
Dana Meadows 1937 Chrysler Imperial

AACA Master Webmaster Award—2014
Bob Stein (*This is the 15th year in a row!*)

Sunshine Report

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

- **Vicky Peters**, John Peters' wife, passed away in The Villages, FL, on December 28th following a long battle with cancer. Vicky and John have been members of the TRAACA since 1986, and helped at our annual meet last September, entertaining in their clown identities.
- **JoAnn Hunger**, Jon Hunger's mother, passed away on December 20th. She and her late husband Walter, who passed away in 2013, were TRAACA members for many years.

Our thoughts and prayers go out to the following members:

- **Bob Hanbury** has recovered from bronchitis and is sunning in his Florida home for a few weeks.
- **Ivan Joslin** continues his recovery from hip surgery and is undergoing physical therapy at home in *The Villages*.
- **Dick Pensyl** continues to convalesce at home.

Please provide updates on the health of TRAACA members to Toni McChesney at 456-2806 or toni56chev@cox.net.

WANTED: New "Sunshine Report" Coordinator

Toni McChesney has been our "Sunshine Report" coordinator for a number of years and is ready to hand off the responsibility. We need someone else to take on this important position and help keep club members informed about the health of their fellow members. If you want to volunteer, please contact Jim Villers.

Members celebrating anniversaries in January



Jerry & Ellen Adams
Dean & Claudia Giacopassi
Richard & Sandy Hall
Theodore & Lanette Knight
Gerard & Mary Lou Olson
Bob & Linda Pellerin



Members celebrating birthdays in January



Jerry Adams
Thomas Bottoni
Holly Chipchak
Tyler Gimbert
Jo Ann Green
Richard Hall
Phyllis Hund
Dana Meadows
Hilary Pavlidis
Sue Strang
Boyd Swartz
Thomas Wedeking



Dec 5th: TRAACA members welcome Richard Petty's 1970 Plymouth Superbird at Smithfield Station en route to the Toys for Tots Car Show at Daniels Performance Group on Saturday, December 6th



"The King" and "Tow Mater" at DPG's Toys for Tots Car Show



Judging at the **The AACA National Eastern Spring Meet** **Virginia Beach, VA—Hosted by the TRAACA** **April 30—2 May 2015** **By Bob Parrish, Meet Chief Judge**

The Tidewater Region (TRAACA) is hosting the 2015 AACA Eastern Spring Meet on Apr 30 – May 2, 2015. It is an honor and privilege for a region to be approved to host a National Meet, and this is the fourth time for the TRAACA.

The highlight and main purpose of an AACA National Meet is judging of members vehicles, and it takes a number of AACA-trained judges to complete this task. We expect over 500 vehicles to register for this Meet, and over 200 judges will be needed. More than 45 TRAACA members are judges and I hope all will register to judge at our Meet. Members that have not been exposed before to the AACA judging process will have the opportunity to participate.

The process of becoming an AACA judge is simple:

- First, you must attend a national Judging School, which takes about two hours. (All AACA judges must attend Judging School at least once every year prior to judging at a meet that year.) The Judging School for our Meet is scheduled on Friday, May 1, 2015, at 2:00 PM in the host hotel (The Sheraton Virginia Beach Oceanfront Hotel on Atlantic Ave).

- You have to register to judge at the meet. This must be done at least 30 days before the meet and can be done online at the AACA website (www.aaca.org) or via mail. (I will be serving as the Chief Judge for this Meet. If you would like to experience AACA class judging for the first time, please let me know at least several weeks prior to the Meet so I can register you for the Apprentice Team.)

- You have to attend the Judges' Breakfast the morning of the meet. For our Meet it is at 8:00 AM Saturday morning, May 2, at the Military Aviation Museum, the

location of the show field. (Breakfast costs \$7.00.)

- All judges are required to complete at least one Continuing Judges Education (CJE) seminar every year. CJE classes are 30-45 minutes long, usually held right after the Judges' Breakfast, and offered on a variety of topics (e.g., engines, tires, classic vehicles, Model Ts, etc.) at each meet. As an apprentice judge, you will be required to take the Apprentice Judges CJE seminar at our Meet to help better educate you on the judging process and etiquette. CJE classes at our Meet begin at 9:30 AM.

- The first time you judge at an AACA meet, you will be assigned to the Apprentice Team where you will learn the basic fundamentals to evaluate the various parts of a vehicle and judge the correctness and condition of a vehicle being shown. When you judge at subsequent national meets you will be assigned to a judging team (which consist of four judges and a team captain) to judge one of the four categories (chassis, engine, exterior, and interior) for your assigned class(es). (There are over 125 AACA vehicle judging classes, plus Historical Preservation of Original Features (HPOF) and Driver Participation Class (DPC) vehicles. You will be asked which categories you prefer to judge and the Chief Judge will try to assign you to one of those teams.)

If you aren't an AACA judge, I encourage you to give it a try. I think you will find the experience educational and interesting. It will also help you to understand your antique vehicle better and what judges are considering when judging it. You'll also be recognized with awards as you achieve certain judging milestones (e.g., Senior Judge after judging 5 times, Master Judge after 10 times, Senior Master Judge after 25 times, etc.).

REGISTER YOUR VEHICLE(S) FOR THE 2015 EASTERN SPRING MEET!

There are many fine vehicles within the Tidewater Region, and *I would like to set a goal for TRAACA members to register a minimum of 100 vehicles for this Meet.* This is a very achievable goal—so clean and prep your vehicle, register it for the Meet, and let's show the AACA our vehicles while demonstrating the strength and support of our Region for the club and this National Meet.

*Bob Parrish
Meet Chief Judge*



Our Host Hotel—The Sheraton Virginia Beach Oceanfront Hotel



Hershey—My Story

By Don Barlup, AACA Executive Vice President

Reprinted from the Fall 2014 AACA *Rummage Box*



In honor of this year's annual trek to Mecca (Hershey, PA), I feel the urge to reminisce.

My first experience was in 1958, as a lad of eleven. My late father finally gave in to my pleas and off we went. I remember that the car show and small flea market were held inside the original stadium, which fortunately

still exists. The cars were on one side and the vendors were across from them on the opposite end. We covered the event in approximately one hour. I still have the photos that I took on my Kodak Brownie camera.

Life went on, but the urge to someday own my own antique car never really went away. Graduations, marriage, and my first real job. Fast forward to 1968. I found myself as Food and Beverage Manager of the Hershey Motor Lodge and once again October, old cars, and a rare afternoon off.

In ten years, what a change. The original blue field that is now part of the park complex was half full of vendors and the car show must have had 200 cars. It took me at least 4 hours to take it all in, which was all the time my

afternoon off would allow.

In the early years of my annual trek, I would carry approximately \$50.00 with me. It was half a week's paycheck and I scrimped and saved to have that stash. I spent it wisely and still have some of those early treasures on display.

I walked in the rain, I walked in the hot sun, and I walked in the mud, and even walked with a sprained ankle. In the mid-70s the blue and white field (the old airport) mud was so bad I remember a particular lake with parts afloat and a sign that simply read "Gone Fishing." The mud was legendary.

From the red field, yellow field, and chocolate field, time marched on. Grass and mud became macadam and the legs just no longer could stand the constant four day pounding.

I still look forward to Hershey (having officially joined AACA in 1971), but the travels through the legendary and huge flea market are less with each passing year.

The excitement hasn't diminished, I do carry more than \$50.00 and I still can manage to find a treasure or two. I can't wait.

Bring on Hershey!



Judges' Corner—Read This

By Read Majors, Chairman of Judges Training

(Reprinted from the December 2014 AACA *The Judge* newsletter)

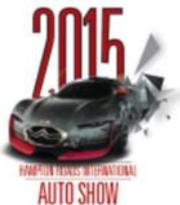


Another year is in the books! As I write this, the holiday season looms ahead and I wonder what I have failed to get done during the past twelve months. Even with some loose ends, our judging program continues to move forward. That is a testament to the hard work and loyalty that our judging cadre has shown. There will always be issues to iron out—maybe even a little "fussin'." The bottom line is we are fixin' what needs fixin' and trying to protect what ain't broke.

This past year has taken us all over the country, but 2015 will test our pocketbooks and our dedication. We'll be judging from Puerto Rico to Arizona, Pennsylvania to Louisiana. Sounds like the start of a pretty good country song to me. Do your best to judge as many meets as you can and remember to register *mucho* early (I'm already practicing my Spanish). Remember, your 2015 dues **must be paid** prior to registering to judge. We all know this may be done by using the form included with your *Antique Automobile* magazine, by going online at www.aaca.org or you may call

AACA Headquarters at 717-534-1910 to renew. Don't forget that a Grand National Meet requires a judge to have at least 10 judging credits and to have judged at least once in the last two years. As our [Official Judging] **Guidelines** stipulate, a judge must have attended judging school within the year of the meet at which they plan to judge. Team Captains have the option of attending either a regular Judging School OR a Team Captain's School. IF they choose to go to a regular Judging School, the Team Captain's CJE [Continuing Judges Education) must be taken with the same year.

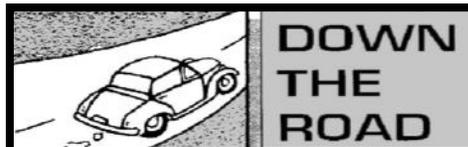
February 12, 2015, begins the AACA Annual Meeting. If you have never attended, you are missing a special bonding of the clans. Among the many activities are seminars concerning a wide range of car topics, the first judging school of the year and dinners, dinners, dinners. The prestigious National Awards are presented at the closing banquet and that event alone is worth going to see. My favorite aspect of all this is seeing good friends, telling old lies and adding a few new ones. I look forward to seeing you there!



Hampton Roads International Auto Show

Friday-Sunday, January 9-11, 2015
Virginia Beach Convention Center

Admission: \$10 adults
Children 12 & younger: Free
Senior Citizens (65 & older) & Military: \$7



Other Regional/Local Events

JANUARY 2015

9-11 Hampton Roads
International Auto Show
Virginia Beach, VA

FEBRUARY 2015

28 Richmond Region AACA
Annual Swap Meet
Richmond, VA

MARCH 2015

27-28 Sugarloaf Region AACA
45th Annual Antique Car
Show and Swap Meet
Westminster, MD

APRIL 2015

9-12 Southeastern Spring Meet
and Charlotte Auto Fair
Charlotte, NC

22-26 Spring Carlisle
Carlisle, PA

26 Piedmont Region AACA
41st Annual Carfest
Charlottesville, VA

MAY 2015

9 Shenandoah Region AACA
57th Apple Blossom Meet
Winchester, VA

22-23 ODMA Meet
Hosted by Waynesboro-
Staunton Region AACA
Staunton, VA

23 Tri-County Region AACA
22nd Memories on Main St
Galax, VA

JUNE 2015

6 Historic Fredericksburg
Region AACA Annual Show
Fredericksburg, VA

27 - Lincoln Highway Tour
8 Jul Detroit to San Francisco

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



Richmond Region AACA

Winter Swap Meet and Car Corral

Saturday, February 28, 2015
8:00 AM—2:00 PM

AACA Shriner's Activity Center
1712 Bellevue Rd, Richmond, VA

Free Admission!

For more info: www.richmondaaca.com

The Complete Toolbox

Tools every mechanic should have in his/her toolbox.

Some tools are valuable because they have a capability of no other tool. One of those for me is a Power Probe. This is an electrical troubleshooting tool that connects to both the positive and negative sides of the battery. The probe then is able to determine if a wire connection is positive or negative and to put positive or negative onto the terminal. For example, you touch the probe to the fuse that supplies power to the right low beam head light; the probe LED will show green if it is grounded (through the filament of the bulb). By rocking the probe's switch, you can put positive voltage onto the fuse and the headlight lights showing that the bulb and wires are good. The probe has a small circuit breaker so that if there was a short in the wire, the circuit breaker would trip, preventing harm to the wire and showing that there is a short in the wire.



It is hard to describe how often I use this tool for all kind of tests and jobs. Mine is the cheapest version, the Power Probe 19, available for \$60-\$75. Other more expensive versions have a digital volt meter and other accessories.

(Suggested by Jim Villers)

The Giant Tire—A Motor City Landmark

Story and Photos from Mac's Motor City Garage

(Originally posted on Mac's Motor City Garage website on September 17, 2014. The TRAACA thanks Bill McGuire, www.macsmotorcitygarage.com, for granting us permission to reprint the article.)



At eight stories tall, the 12-ton Uniroyal tire is a Motor City landmark. Here's the fascinating history behind this giant artifact.

Roughly midway on the route from Detroit Metropolitan Wayne County Airport to downtown Detroit, the giant tire is often the first symbol of the Motor City that visitors encounter. Thousands of Southeast Michigan rivetheads pass by it on their way to the auto plants every day.

However, not many today know that the big tire was originally built by U.S. Royal, Uniroyal's corporate predecessor, as a Ferris wheel for the 1964/1965 New York World's Fair. Engineered by the firm of Shreve, Lamb and Harmon, the same outfit that designed the Empire State Building, the amusement ride featured 24 gondolas powered by a 100-hp electric motor. Two million guests paid a quarter each for a ride.

When the World's Fair closed down, the tire was disassembled on the Flushing Meadows, Queens [New York] site, and re-erected, minus the Ferris wheel mechanism, as roadside marketing art at its current location in Motown. The enormous (and smelly) old rubber plant downtown, on Jefferson Avenue at East Grand Boulevard, is long gone now, but Uniroyal's corporate symbol on I-94 near the M-39 Southfield Freeway remains.

The company has treated its very large tire to periodic facelifts over the years. In 1994 the tread and wheel cover were updated, and in 1998 a 10-foot long nail was inserted in the tread to promote Uniroyal's self-sealing Tiger Paw Nail-Gard line.

In 2003, a million-dollar structural overhaul saw the tire restored to its current form. The big tire is to the Detroit area as the Hollywood sign is to Los Angeles, so look for it the next time you're in the neighborhood. Indeed, it's pretty hard to miss.

Fun Facts:

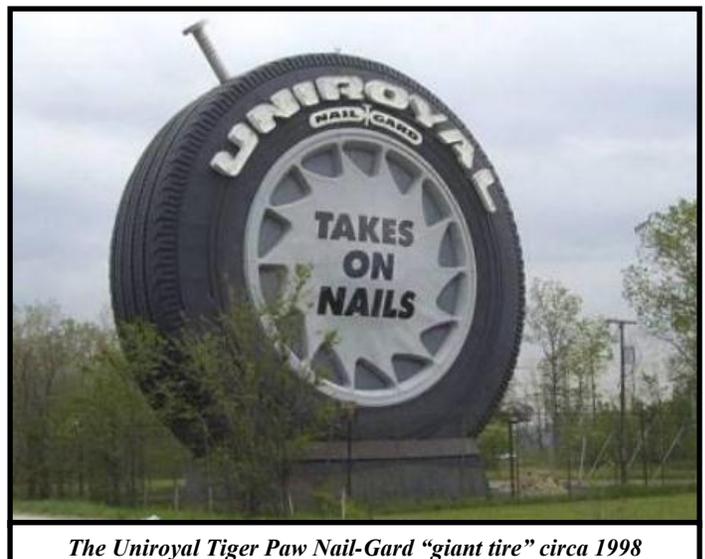
- The big tire displaces 120,576 cubic feet in volume, or around 93,000 cans of Fix-a-Flat. Its tread depth is six inches.
- A car built to scale for the tire would be over 200 feet tall and 720 feet long.
- In 2003, the 10-foot long, 250-lb fake nail was removed from the tire and auctioned on eBay for the Allen Park, Michigan Historical Society.



The "Giant Tire" at the 1964-1965 New York World's Fair



Another view of the tire—note the nearby "giant" Chrysler engine



The Uniroyal Tiger Paw Nail-Gard "giant tire" circa 1998



EDITOR'S DESK

Mark McAlpine

mmcalpine05@msn.com / (757) 967-0074

I always find the Christmas and New Year's holiday week as a time to reflect. As John Lennon wrote, "So this is Christmas, and what have you done? Another year over, a new one just begun."

As I look back on the past year, I can't believe how fast it went by. As I'm sure was the same for many of our members, Marion and I reached some milestones in 2014, had some great experiences, some triumphs, and yes, even a few disappointments. We made some new friends and, unfortunately, also lost a few good friends and relatives.

We're extremely grateful for the friends we've made in the TRAACA and AACA, and the great experiences we had with them over the past year. There is something exciting and special about every AACA national meet. Each is different and has its own personality, and each has different vehicles and different things in the area to explore and experience. I only wish we had more time (and money) to attend more meets. The former will come when I finally retire from work sometime in the next few years. The latter will only come if I hit the lottery.

Marion and I attended our first AACA Annual Meeting in Philadelphia last February. What a great time! The seminars were interesting and informative, the auction was fun, the time spent with friends was both fun and

warming, and seeing friends from the TRAACA and other regions receive awards at the banquet was awesome. Thank you to everyone who kept telling us we had to go to Philadelphia. We're going to go every year now.

Marion presented her proposed Beginning Engines CJE at the Annual Meeting and was cleared hot to present it at future national meets. We also judged at Charlotte, Auburn, Lebanon, and Hershey, and both passed the 25 judging points milestone to achieve Senior Master Judge level. (I know this pales when compared to the judging points of other members in our club, but it's special to us.) And our Chevelle was honored with its Senior Award at Charlotte and was nominated for a National Award. (It didn't win, but what an honor just to have it considered.)

We weren't able to participate in every TRAACA activity in 2014, but we made every dinner, all but one Board meeting, the Swap Meet, Square Car Tour, tour of the Elliott's garage, Chili Cook-Off at the Milligan's, Fall Tour to New Bern, and—of course—the "Wings & Wheels Meet." Our sincere thanks to everyone who made these events happen.

We're looking forward to 2015 and participating in as many TRAACA and AACA events as possible. We encourage you to do the same. We all share the love of classic vehicles, but it's always more fun to share these experiences in the company of friends.

Happy New Year! "God bless us, everyone!"

Mark Mc

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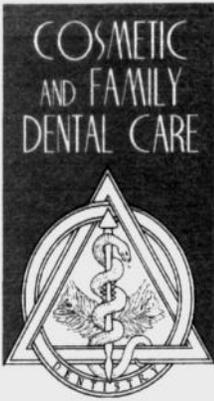
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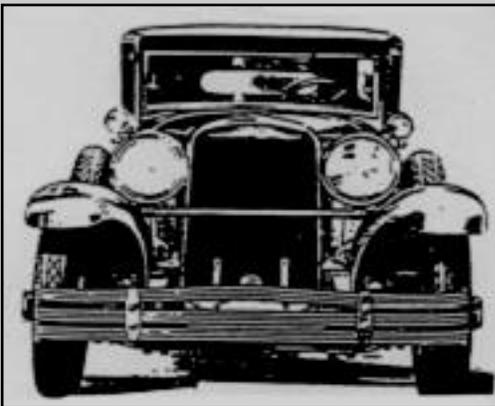
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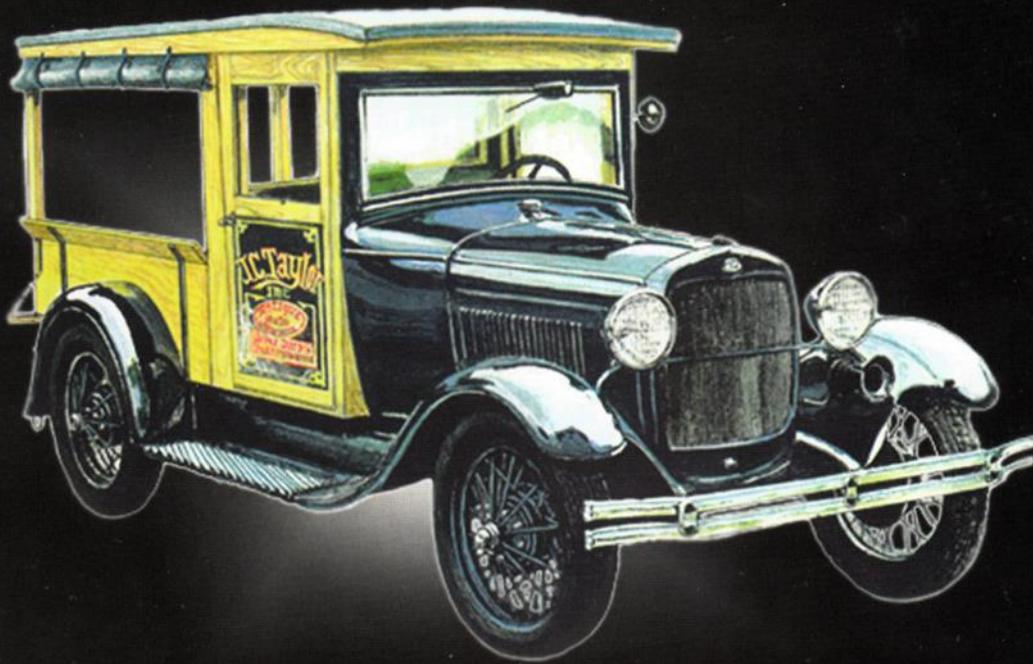
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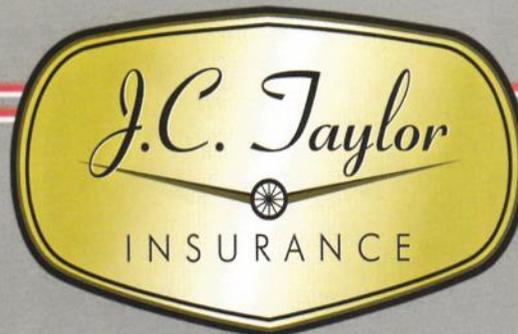
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