

The Mudflap



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

Volume 58, Issue 2

February 2014

Philly, Winter Blast, Swap Meet and More **This is NOT the time to Chill!**

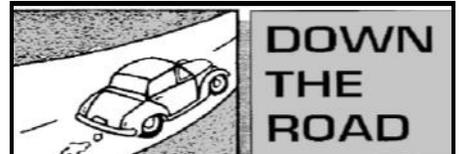
Despite temperatures that are creeping down into the teens and below, this is NOT the time to 'chill' out and watch TV. We have some activities planned to keep your blood and motor oil flowing. A large contingent from Tidewater will kick off the month by heading up to Philadelphia for the Annual AACA National Membership

Meeting February 6-8. We have a strong presence once again this year, with award winners, seminar presenters, and of course, the outgoing AACA National President Tom Cox!

Then we have our February Dinner Meeting at the Holiday Inn on February 20th, featuring Charlie Fletcher speaking on U.S. involve- (Cont. on page 3)



YOUR 2014 TRAACA OFFICERS AND BOARD MEMBERS: (Seated, left to right) - Skip Patnode - Board Member, Marion McAlpine - Board Member, 2013 AACA National President Tom Cox, Melanie Kordis - Treasurer. (Standing, left to right) Bob Stein - President Emeritus, Tim Russell - Board Member, Wes Neal - President, Kit Lawrence - Treasurer, Tyler Gimbert - Board Member, and Jim Villers - Vice President . See the story on our Awards and Installation Banquet on page 6.



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

February

- 5 TRAACA Board Meeting = Holiday Inn Norfolk Airport
- 6-8 AACA National Meeting - Philadelphia PA
- 20 TRAACA Dinner Meeting - Holiday Inn Norfolk Airport
- 23 Winter Blast to Smithfield

March

- 1 TRAACA Annual Swap Meet - Hickory Ruritan Club - Chesapeake
- 4 TRAACA Board Meeting - Holiday Inn Norfolk Airport
- 8 First Annual Richmond Region Winter Swap Meet - ACCA Activity Center - Richmond
- 16 St. Patrick's Day Events - Location TBD
- 26-27 TRAACA Spring Tour

May

- 5-7 Old Dominion Meet (Richmond)
- 24 Square Car Tour

From the Driver's Seat

Wes Neal
TRAACA President



“And now we welcome the New Year, full of things that have never been.”

— Rainer Maria Rilke

What a wonderful TRAACA Installation and Awards Banquet. It had to be a first with 15 - count them - Bob Steins! I want to thank everyone that was involved in making this event happen, especially Marion McAlpine for managing the Founders Inn and Terry Bond for being the emcee. Congratulate all the Award Winners, and give special thanks too for Tom and Tammy Cox for attending our event. What I will most remember is, **“give the youth a ride in your antique car, and it won't kill you to let them drive it.”**

As I mentioned, I would like to make this year a little more personal with my focus on **M.Y. C.A.R.S.:** being club

Marketing, Youth, Communications, Activities, Restaurants, and Society. I feel stepping up the pace from 4 to 6 main focuses is especially important with TRAACA hosting (in a little over a year) the AACA Eastern Spring Meet in 2015 in Virginia Beach.

So here is the current status on **M.Y. C.A.R.S.:**

Marketing and/or Public Relations, I'm currently working with Sam Kern and the Board on our Marketing Plan. This will allow us to specially focus on where we need to place specific attend and resources to achieve measurable results - so this is current a job in progress.

From a **Youth** perspective, we have Bob Parrish providing leadership from an AACA standpoint, Tyler Gimbert a board member and TCC student, and Melanie Kordis board member and member of TCC, focused to expand our Youth Chapter at TCC under TRAACA. We will be talking more in the upcoming months, and after the next AACA board meeting. We plan to have an activity at the TCC's Automotive Campus in Chesapeake sometime this year too. So, more to follow on this exciting focus for the club.

As far as **Communications,** please support Bob Stein on any efforts, pictures, or articles for our *Mud Flap*. Bob keeps us informed in the weekly *Mud Speck* and for all to see our *TRAACA Web Site*.

As far as **Activities,** we are looking at more efforts to show and drive our Antiques. Our dedicated Activity Committee can schedule the Club events, but they are not the managers of all the events. We need your help on the Meets, Drives, and Socials. We are trying this year to combine some of our monthly dinners with some the planned activities to get more Involvement, Days vs Nights, and more Cars for all to see. The first will be on March 16 with our annual St. Patty's Party: this year in the afternoon at Westminster–Canterbury in Va. Beach with a Car Show activity, and in their big room an Irish Band and

Irish Meal for all to enjoy.

From a **Restaurant** stand point, Marion is still very much focused on this year's schedule, speakers, and locations. Most of the monthly Dinners will be at the Holiday Inn – Norfolk Airport. We are finding that they best and support us for a room, meal, location, and affordability standpoint. The Holiday Inn is also gracious enough to allow us to use a meeting room (at no charge) for our Monthly Board Meetings.

And from a **Society** standpoint, we start a new TRAACA year with three new Board members: Melanie Kordis as club secretary, Tim Russell focused on club activities and Tyler Gimbert with a focus on club youth. Additionally, we welcome new and renewed members to the Club. TRAACA is about 170 strong, with hopes to make us stronger this year.

Till next time Drive Safe,

Wes Neal

Call Captain's Corner

Last Name Begins With: Designated Call Captain:

Ad...Boh	Dick Chipchak 495-0115
Bol...Cic	Frank Waldner 430-2770
Cob...Ea	Barbara Talley 421-7534
Eb...Gra	Scott Davies 312-8032
Gre...Howa	Rhonda Russell 471-4031
Howi...Kni	Alan Ives 547-2234
Koc...Mca	Viator Trudeau 547-3940
Mcc...Nor	Melanie Kordis 301-9959
Oko...Pen	Carol Avenson 549-1008
Pin...Sta	Becky Woodall 482-3386
Ste...Til	Leslie Scarpelli 249-8617
Tre...Wor	Jane Cutright 479-4302

Each month a member of the TRAACA Call Tree (phone committee) contacts you to ask whether you plan to attend the dinner meeting or some special event. The twelve volunteers we have to handle this important function are called Call Captains. The list above will help remind you of the name of your Call Captain.

On occasion you may have a different person calling you due to a variety of reasons. In addition, your Call Captain is subject to change as our membership roster changes. Look for the above listing to be published in Mud Flap on a regular basis.

Finally, remember it is important to let your Call Captain know in advance if you plan to attend a meeting. We want to be sure we have enough food to feed everyone.

Thanks for your cooperation. If you have questions about the club's telephone committee, please let your Call Captain know or you can email me at lovetosingtoo@verizon.net.

Margie Ives

Call Tree Coordinator

lovetosingtoo@verizon.net

From the Running Board

December 2013 Board Meeting Minutes

Note: These minutes have not been approved by the TRAACA Board and are subject to change.

The board meeting was called to order at 6:30 pm at The Holiday Inn on Military Highway. Directors present were Wes Neal, President, Jim Villers, Vice President, Tony Scarpelli, Secretary, Treasurer Kit Lawrence, and Past President Bob Stein. Board members present were Skip Patnode, and Dick Chipchak. Also present were Mark McAlpine, Dot and Bob Parrish, Frank Lagona, Tim Russell, Bill Wilcox, Melanie Kordis, and Tyler Gimbert

A motion was made to approve the Secretaries report. The treasurer’s report was read by Kit Lawrence. The club has a positive cash flow for the year.

COMMITTEE REPORTS

Communications: The Mud Flap will continue to have a print and Web version. The Web version to be e- mailed to the club roster and anyone who asks to be included.

Activities: Activities Committee Report – Look at next year’s calendar for events and locations of dinners.

Restaurants/Dinner Meetings: Christmas dinner December 8th. The Installation Banquet is on January 18th, possibly at the Founders Inn.

The board still needs to vote on award recipients, Terry Bond will be asked to emcee.

There was a short discussion on members who are dinner no shows and members who show up without notifying anyone. Both affect if the club has to pay out of pocket to the Holiday Inn.

Society: Over 50% of last year’s members have renewed.

Next year’s Board dates will continue to be either on Tuesdays or Wednesdays depending on board members schedules.

OLD BUSINESS

Tidewater Community College (TCC)- .Plans for a liaison and Club Chapter on the campus continues. Possibilities include a vintage display car in the TCC lobby, a visit by our club, a mentoring program, and a spring car show on campus.

NEW BUSINESS

The AACA annual meeting in Philadelphia is in February. The Club donation to AACA needs to be discussed.

There being no further business, the meeting was adjourned at 6:50PM.

Respectfully submitted,
Anthony Scarpelli, Secretary

THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America, published monthly.
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February Activities - Continued from Page 1

ment in Western Europe in May 1945 .

Just a few days later, on Feb. 23rd, we'll have our first activity for 2014 - the **Annual Winter Blast!** This year's blast will be a one-day event that offers two options for those who want to participate. The event will start off at 10:30 AM from the Cracker Barrel Parking Lot at Exit 11A off Interstate 664 Chesapeake. We'll take a leisurely drive to the Smithfield Visitor Center and Art Center at 319 Main Street. Those living close to Smithfield can meet up with the group at the Visitor Center before Noon, when we will begin a guided tour of the Smithfield Inn and historic homes (\$5 per person for the tour). Then we'll walk to the Smithfield Little Theater to enjoy a matinee performance of 'The Dining Room' (\$15 per person). Following the play, we'll have a group dinner at the famous Smithfield Station restaurant (order from the menu). Please send registration forms (in the back of this Mudflap) and checks to Dick Chipchak.

Finally, even though it is really the first day of March, you need to start checking your garage, closets, and attic for those hobby-related items that you can sell at our **Annual Swap Meet** on March 1st. We are back at the Hickory Ruritan Club (2752 Battlefield Blvd., Chesapeake, Virginia) from 8 AM until 5 PM. Register early and save \$5 per space. A registration for is provided at the back of this issue, or you can print one off from our web site. Select the 'Swap Meet' button from the Home Page menu.

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 - Dick Chipchak
Board - Tim Russell
Board - Marion McAlpine
Board —Tyler Gimbert
President Emeritus—Bob Stein
Visit us on the Internet at:
[local.aaca.org/tidewater!](http://local.aaca.org/tidewater/)



Still Collecting Stuff BRASS!

By Terry Bond

Thanks for all the positive comments on my series on “collecting.” You’ve inspired me to continue. Bob’s pleading for material helped.

This year were going to leave the small stuff in the showcase and talk about larger items. I’m starting with one of my favorite items – BRASS.

My fascination with the earliest autos and their history is well known. Brass is beautiful! Long before I had time, space or money to collect cars, I collected pieces of them. Nothing was more fascinating to me than early brass lamps.

As the automobile replaced the buggy, the need for good lighting increased. At first, it was only needed to show where and how large the vehicle was – not to light the way for the early motorist. As Joseph Lucas is reputed to have said, “gentlemen do not motor about after dark.” Still, you needed to ensure some horse driven vehicle didn’t side-swipe you while parked along the roadway, so lights showing the width of the vehicle were the primary purpose.

The earliest candle powered lamps, or oil and wick side lamps were simply carry-overs from the horse-drawn era. Some of them were actually electrified when electric cars were first introduced.

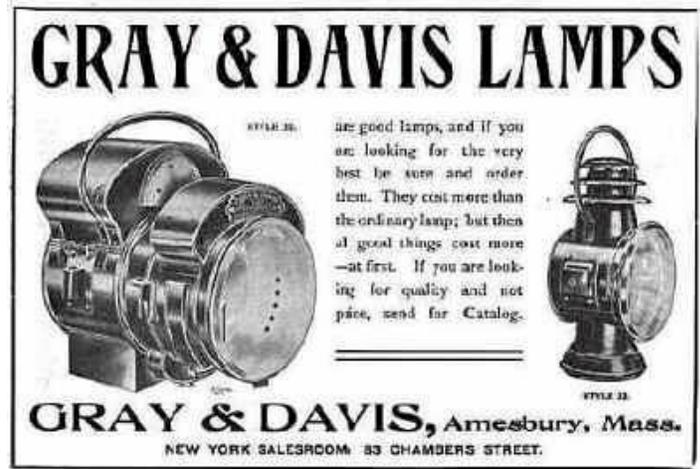
As gentlemen found they indeed could motor about after dark, or ride in fancy limousines to the opera with their well-dressed ladies, or even drive furiously through



An early sidelamp- circa 1898

the country-side, the need to “light the path” became quickly important.

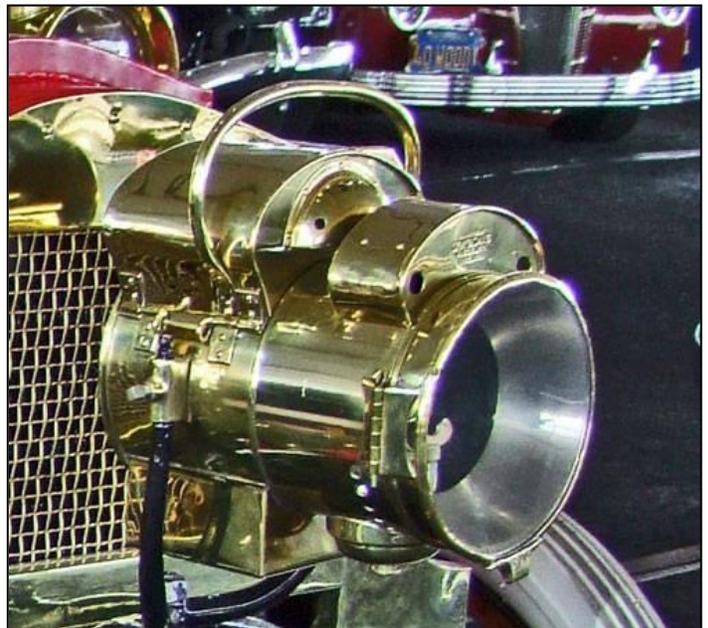
Lamps were manufactured by a wide variety of companies, many of them carrying over from horse and buggy. The Atwood Lamp Company was the oldest carriage and automobile lamp company in the country starting in 1871. Gray and Davis was the largest maker of lamps in the world and began making them in 1896. In the 1907 New York Automob-



bile Show, seventy-six of the models shown had Gray and Davis Lamps. Both of these advertisements are for their 1903 models.

Enter the era of the carbide headlamp.

Designed to show the way, early carbide headlamps were of two types – self-generating, or gas fed. They were often used signally, just one lamp mounted low and out front of the vehicle (in a very vulnerable position). Larger vehicles used a pair of them mounted alongside the radiator.



An early self generating gas headlamp.

These often large and impressive lamps contained a compartment for carbide powder, and a tank for water.

Using an adjustable valve, water was dripped into the carbide, and the resulting baking-soda like action resulted in production of flammable acetylene gas, which was simply ignited with a match once pressure built up and a constant, steady feed of gas was established.

Later, gas fed lamps had a separate “generator” mounted somewhere on the car, usually just outside the drivers compartment where it could easily be reached and



A pair of square lamps by Atwood.

adjusted. Same principle, only the gas was produced remotely and fed by rubber tubing to the headlamps.

At this time sidelamps were still used just to illuminate the vehicle. Most of them included a bail handle on top so they could easily be removed and used as a lantern to make roadside repairs, or illuminate your walk home. Tail lamps were again used to warn approaching vehicles there was something ahead. Real "stop" lamps would come about later.



A tail lamp by Solar, circa 1908

This was simply a cylinder of compressed ready-made acetylene gas that could quickly be turned on and off as needed. It was a big convenience, although still quite dan-

gerous. Most people believe the earlier lamps were generally of the bail handled variety while later sidelamps were square. Truth is, both were sold simultaneously as early catalog and magazine ads prove.

A tail lamp by Solar, circa 1908

The era of the self-generating headlamp quickly disappeared. As cars became more powerful and the need for speed increased, all the fumbling around, cleaning and maintenance required with gas lighting fostered rapid development of Presto-light.

gerous.

By 1908 several car manufacturers (Buick among the first) began offering the improved system directly. Many earlier cars were retrofitted and the old self-generating headlamps were relegated to the shelf in the garage, or tossed under the back seat as a spare.

Still the need to move quickly was on the rise. No longer did people have the time to even polish all that brass, so the era of nickel plating quickly began.

Early lamps were dangerous. Open flame, pressurize acetylene gas, kerosene or other fuel oil, all were the cause of many burn injuries, vehicle and garage fires. It was not uncommon for someone to back their model T into the barn after a run, and forget their tail lamp was still burning. Sometimes, it was backed right up against a hay bale.

Lamps themselves were subjected to many problems. Vibration shook many of them to an early demise. Often, they simply fell off the car. You'd never know when or where your tail lamp might have become detached! Heat from their burning caused them to self-destruct. Old uncleaned carbide powder hardened like cement, and often stretched brass generators to the breaking point.

Home-made repairs often did more harm than good, and people simply replaced bad lamps with other lamps without regard to what kind originally came on their vehicle. Often, the earliest cars came without lamps at all. If you wanted them you went to the local auto supply store and bought some.

Collecting early brass lamps can be fun but there are some things to watch for that we'll discuss next time. Meantime, enjoy a little history as we begin to illuminate our way into 2014 and learn more about collecting stuff!



A beautiful carbide generator.

Terry Bond

2014 TRAACA Award Winners

- | | |
|--|---|
| <ul style="list-style-type: none"> • CENTURY PARTICIPATION: Bob and Sylvia Roughton (1909 IHC) • HOLMES – OVERLAND AWARD: Sam Kern • PRESIDENT'S AWARD: Mark McAlpine • RESTORATION AWARD: Jim Villers (1967 Porsche) • MUDFLAP AWARD: Terry Bond | <ul style="list-style-type: none"> • BARTLETT BOWL: Jim Elliott • MERRITT HORNE PARTICIPATION: Skip Patnode • SPARKPLUG AWARD: George and Sheila Gurnee • IVIE LISTER AWARD: •Susan Bond • LALIQUE AWARD: Bob Stein • BEAULIEU CUP: • Jim Elliott (1978 Corvette) |
|--|---|

TRAACA 2014 Installation and Awards Banquet

Chesapeake's Founder's Inn played host to TRAACA's 59th Annual Awards and Installation banquet. Eighty-seven people showed up to honor individuals who have excelled either in the hobby or in service to the club itself, and also to witness the installation of a new officer and two new board members (Secretary Melanie Kordis and Board Members Tim Russell and Tyler Gimbert, .

Terry Bond served as the evening's emcee, with special guest AACA National President and region member Tom Cox as our speaker. An excellent buffet dinner set the stage for a great evening, and TRAACA President Wes Neal, Terry, and Tom all provided praise and inspiration as they looked back at where TRAACA has been, and where both the region and National is heading.

Probably one of the odder moments of the evening was when Bob Stein was awarded the Lalique award, and was joined up front by fifteen more 'Bob Steins,' courtesy of Tom Cox and Dot Parrish. Special thanks to Dot for her terrific programs, and to all the folks who help make TRAACA the greatest region of all!



TRAACA President Wes Neal and Emcee Terry Bond make sure the awards are all in order.

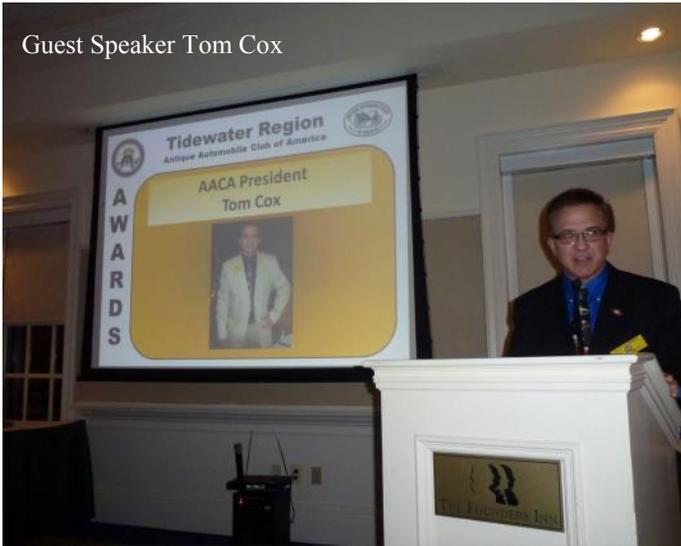


AACA National President and First Lady Tom and Tammy Cox in the buffet line with Bob and Dot Parrish..



Emcee Terry Bond started off the program with a recap of TRAACA's many events and activities in 2013...

Guest Speaker Tom Cox



Century Participation Award - Bob and Sylvia Roughton



Will the real Bob Stein sit down?



Spark Plug Award - George and Sheila Gurnee



President's Award - Mark McAlpine



Margie Ives



Restoration Award - Jim Villers



Merritt Horne Award - Skip Patnode

FROM THE AACA RUMMAGE BOX



AACA Region/ Chapter Development

By Bob Parrish
VP Development/Support
Eastern Division

There are areas of the country that are clearly under-served by not having an AACA Region or Chapter. We all believe that for an AACA member to enjoy the full fellowship of the hobby, membership in a local Region/Chapter is necessary.

The AACA sponsors many National meets and a variety of tours throughout the year and participating in these events can be very enjoyable and rewarding. What can be more fun than a local tour with your classic vehicle and your local friends? Regions offer so many activities, such as flea markets, a weekend run to some historical attraction, a mini overnight tour, a monthly dinner meeting, a technical session, a local car display and the list goes on.

There are geographical areas where no AACA Regions or Chapters exist, and getting something started can be a simple process. To form a Region there needs to be a minimum of 15 AACA members and remember a member and spouse would be counted as 2 members. Eight AACA couples could start a Region. Five members are needed to start a Chapter and a 50 mile radius between Region locations should be maintained.

Trying to encourage new Region growth in no way should be perceived to pull members from an existing Region. A new Region in a remote area can serve as a convenience for our members so they may enjoy this wonderful hobby at its fullest. We have experienced that when a new Region is formed, mem-

bership growth occurs in AACA as well as the local Region.

There are currently 367 AACA Regions throughout the country and there is room for many more. When you look at areas where there are no Regions available, many times you will find some type of a local car club doing very well having shows, cruise-ins, and other events. They also are being supportive and making contributions to local charities, but they do not have any affiliation with a National organization. Recently, I found such a club that had been in existence for over 10 years that voted to become an AACA Region. There are some good reasons for their decision.

The club officers and members had concerns about liability exposure, so they began getting quotes for insurance coverage, which was around \$2,500.00 annually. Blanket coverage for this insurance is provided free by AACA and its Regions/Chapters policy. Additional benefits for AACA affiliation are a listing on the AACA web site, event promotion, and overall AACA support from its team of veterans in the hobby.

To organize a Region or Chapter, the process can be fairly simple. An application for the formation of a Region/Chapter may be obtained from the Vice President Regions Development and Support or AACA National Head-quarters. The application package includes a Region or Chapter application form as appropriate, suggested uniform Bylaws, AACA Bylaws,

Insurance Memorandum, Film and Video list along with a request form, AACA membership applications, membership brochures, and copies of recent issues of Antique Automotive Magazine.

The friendly, helpful AACA Headquarters staff is always willing to answer questions and provide an application package. The four AACA National Directors for Region Development and Support stand ready to help with this process as well.

We are members of the greatest Antique Automobile Club in the world, Lets Spread the Word!!

Calling all Chefs!

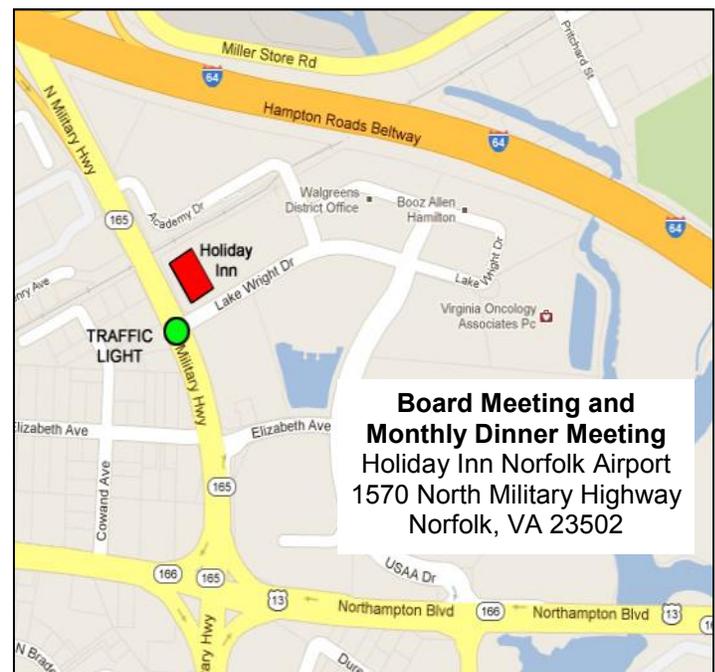
Swap Meet Bake Sale!

Warm up your ovens as the TRAACA Swap Meet Bake Sale is around the next bend! In the past the Bake Sale has supported the Swap Meet by paying the rent for the facility. It would be great to carry on the tradition!

Please bring your bake goods to the Hickory Ruritan Club in Chesapeake by 8:00 AM on March 1st. Other optional drop off locations are at Linda Pellerin's house in Virginia Beach and Dot Parrish's house in Chesapeake on Saturday. The best sellers seem to be cookies, brownies and bars. We could also use some volunteers to work the table! Please notify Linda Pellerin if you can volunteer.

Let's put our Chef's Hats on!

Map for the Month





GM Heritage Center (Photo courtesy of the GM Heritage Center website).



1938 Buick "Y-Job"--the U.S. auto industry's first concept car.

The GM Heritage Center

Story and photos by Mark McAlpine

In a nondescript and unmarked warehouse in an industrial business park in Sterling Heights, Michigan, a northern suburb of Detroit, lays one of the most impressive automobile collections in the world: the General Motors (GM) Heritage Center. The Center is not open to the public, and you wouldn't notice the building unless you knew what you were looking for, but if you're fortunate enough to be invited to an event there you'll see some of the most beautiful and important vehicles in automobile history.

If the Center looks familiar to you even though you've never been there, perhaps you remember seeing it in the 2011 movie *Transformers: Dark of the Moon* as the car collection of a wealthy billionaire (played by Patrick Dempsey) who was secretly aligned with the evil Decepticon transformers. And for added trivia: most of the neon signs seen on the walls of the Center and some of the cars in the Heritage Center were purchased by GM from past AACA President M.G. "Pinky" Randall.

The GM Heritage Collection consists of approximately 600 cars and trucks reflecting GM's heritage, industry firsts, technology experiments, and concept vehicles. Approximately 180



1932 Chevrolet Deluxe



1951 Buick Le Sabre concept car

-200 vehicles rotate on display at the Heritage Center at any given time, with the other vehicles stored in warehouses in nearby Warren, MI, or displayed at special automotive events (e.g., museums, major auto shows, and concours events) throughout the country and around the world.

The collection has been pared down over the last five years. When GM sold 250 vehicles at the January 2009 Barrett-Jackson auction in Scottsdale, Arizona, a GM representative said it was a routine culling of the "GM Heritage Fleet" (then approximately 1,000 cars), which he described as different from the "Heritage Collection" (approximately 350 cars and called "sacred, a critical part of the history of GM" by then-GM designer and design historian Brian Baker).

However, other sources noted GM's financial problems at the time, and the GM Heritage Center director—Tom Freiman—was quoted saying, "We're trying to get the collection to the right size . . . At the end of the day, I think we're going to end up with a better mix of heritage vehicles." [Note: When Marion and I visited the GM Heritage Center in July



*1933 Chevrolet Eagle, 1946 Chevrolet Suburban, and
1965 Chevrolet Suburban.*

2011 one of the staff acknowledged that GM had cut its collection by hundreds of vehicles, noting that it cost about \$10,000 a year to store and maintain each one, and that most of the cars sold were duplicates of vehicles retained in the collection or were relatively unimportant historically.]

Although none of GM's historic Motorama show cars were sold at the Barrett-Jackson auctions and many were relatively new vehicles like the one millionth and two millionth Saturns built (a 1995 and 1999 SC-2 respectively), the selloff included notable vehicles like the 2003 Buick Blackhawk concept vehicle (a hand-made, 2+2 retractable hardtop convertible powered by a 1970

455ci Buick GS Stage III engine and built to commemorate the 100th anniversary of Buick).

Every visitor to the GM Heritage Center will have his or her own favorite vehicles, but highlights certainly include Harley Earl's famous 1938 Buick "Y-Job" concept vehicle (the first American automobile concept vehicle), the Firebird I, II, and III concept vehicles from GM's 1950s Motorama shows (1953, 1956, and 1959 respectively), and the various Chevrolet Corvette concept cars.

Enthusiasts of brass era cars will appreciate the early Buicks, Cadillacs, Oaklands, and Oldsmobiles on display, while luxury car devotees will enjoy the 1931 Cadillac V-16, 1959 Cadillac Eldorado convertible, 1963 Buick Riviera, and 1966 Oldsmobile Toronado. Muscle car fans will love the 1970 Chevrolet Chevelle SS (modified with a 2007 Corvette Z-06 LS-7 engine), 1970 Oldsmobile 442 W-30, 1969 Pontiac GTO Judge, and 1969 Pontiac Trans Am.

Truck lovers will see classics ranging from a 1915 GMC Model 40 to a 2000 Chevrolet SSR concept vehicle, with treats like a 1933 Chevrolet Eagle, 1956 Chevrolet Suburban, and mid-1970s GMC Motorhome in between.

Although the GM Heritage Center is closed to the general public, tours are available to groups of at least 30 people for a small fee.

Maybe the TRAACA Activities Committee can plan a club road trip to the Motor City. (Go to the center's website for more info: <http://www.gmheritagecenter.com/index.html>.)

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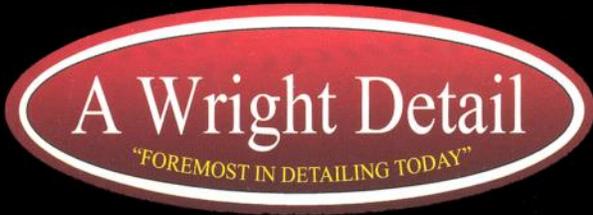
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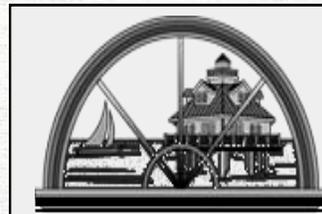
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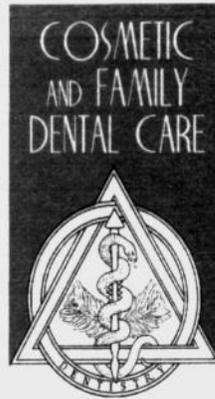
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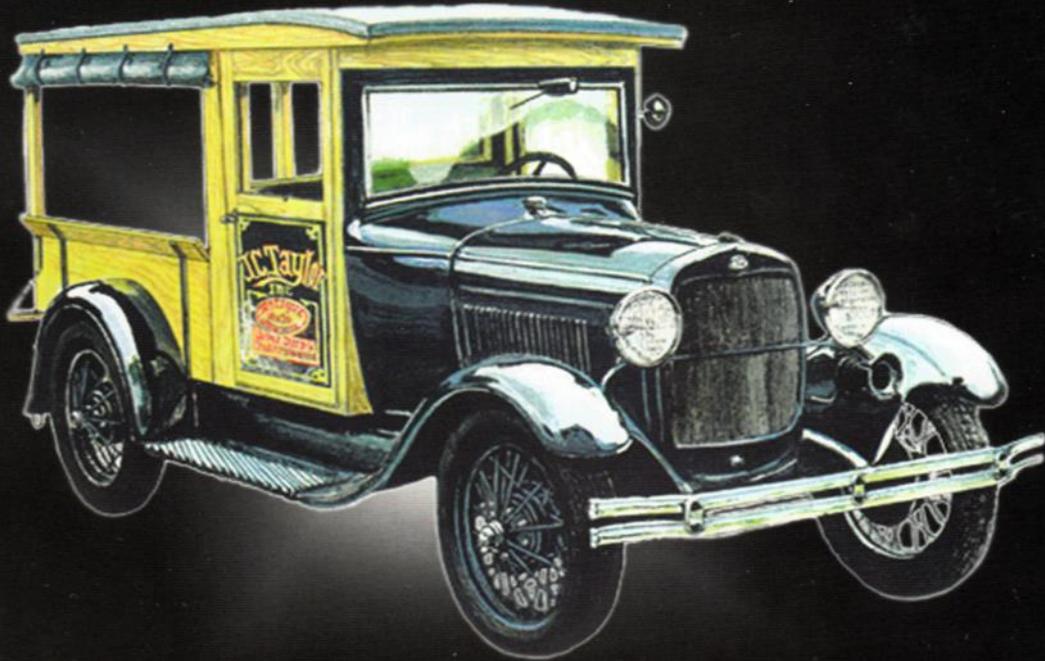
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Winter Blast (Sunday February 23rd) Registration Form

A day of Historical Heritage Walking Tour, Play at Little Theater and Dinner at Smithfield Station.

1. Arrive at Visitor Center / Art Center at 319 Main Street to begin a One Hour Historical Walking Tour of Smithfield, **At NOON**, with Guide Kathy Mountjoy including Smithfield Inn (George Washington really did sleep here), Historic Homes along Church and Grace Street and other Places.
 Tour per person \$5.00 Subtotal \$ _____

 2. Walk to Smithfield Little Theater for a Matinee (**2:00 PM**) Play called "The Dining Room".
 Play per person \$15.00 Subtotal \$ _____

 3. Drive, after Play, to Enjoy Group Dinner at **5:00 PM** at Smithfield Station on the River.
 Separate Checks Attending Dinner Y/N and Count _____
- Total Dollars per Person \$ _____

Make Checks out to TRAACA and send to Dick Chipchak 1536 Still Harbor Lane Virginia Beach, VA 23464

Name (s) _____

Car _____

Cell Phone (s) Number _____

Swap Meet Registration Form

***PLEASE COMPLETE THE REGISTRATION FORM BELOW, DETACH AND SEND WITH PAYMENT TO:
 NEIL SUGERMAYER, 3533 KINGS LAKE DRIVE, VIRGINIA BEACH, VA 23452
 Make Check Payable to Tidewater Region, AACA***

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INDOOR SPACES @\$25 ea _____ \$ _____
 (\$30 day of event if available)

OUTDOOR SPACES @\$20 ea _____ \$ _____
 (\$25 day of event if available)

TOTAL PAYMENT ENCLOSED: \$ _____

Description of items for sale:

I agree to be held responsible for any damage to the premises, floors, etc at my space(s) or caused elsewhere by me, and for any cost of repair or cleanup. I agree to not hold responsible, the Tidewater Region AACA, its members, event organizers, and/or the Hickory Ruritan Club and its employees for any loss or damage or injury to my property, myself or anyone I authorize to be in my space(s).



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

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