

# The Mudflap



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

Volume 65, Issue 3

March 2021



## Rediscovered Treasures

By Wayne Tuck Executive Vice President

Reprinted from Winter 2021 Rummage Box with permission

While sorting through cabinets and shelves in my garage I began to wonder, why did I save all this junk? Motorcycle parts for bikes I have not owned for over ten years? I don't recall ever having a vehicle that was the color of this bottle of touch up paint. Cords and accessory wires that don't fit anything I own? It's time to discard some of this stuff. A stack of license plates from vehicles I owned in the past? Could I be in trouble with the State Motor Vehicle division for not turning these in? After a second look, wait a minute, a white colored New Jersey plate? New Jersey never had a white plate! On second thought, New Jersey is one of those states that requires a front license plate. In celebration of this country's bicentennial the state authorized a special commemorative plate to be used in place of the regular front plate from 1975 thru 1977. This plate had a white background with red and blue "NJ 76" in the center, circled with 13 blue stars representing the 13 original colonies. Letters in an arch across the top state, "Crossroads of the Revolution". New Jersey saw 296 engagements with the British within our state - more than any other state. There were many major battles fought here. I had forgotten I ever owned that plate. I proudly displayed that plate on the front of my 1971 bright yellow Volkswagen Super Beetle convertible. The plate is in "like new" condition. I can put this on my wife's 1976 bright yellow Volkswagen Super Beetle Convertible! History repeats itself. How fitting, a rediscovered treasure. I'm sure we all have some simple treasures stored away and forgotten. I intend to continue looking.



1948 Packard Woodie Station Wagon (on loan to the Gilmore Car Museum). See page 7 for the article

## TRAACA CALENDAR

Check [traaca.com/calendar.htm](http://traaca.com/calendar.htm) for the latest info on upcoming events!

### March 2021

- **TRAACA's Annual Swap Meet scheduled for March 6 has been **CANCELLED** - we are looking into possible rescheduling of the event.**



# President's Podium

**Wayne Milligan**  
**TRAACA President**  
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## The President's Podium

Hello fellow Tidewater Region AACA members. I hope all are well. By the time you see this article, it will be March. We're beginning to experience some nice, albeit wet, weather here in Tidewater and we should be actively planning the season's kickoff with our Annual Swap Meet. However, as each of you are aware, we're still waiting for the pandemic to loosen its grip on our hobby. I never imagined when I left work on March 16<sup>th</sup>, 2020 that I would not have returned to my office a year later. When I do get the green light to return to the building, I may have to bring an extra couple of dust cloths with me!

To those who are not members of a car club, our hobby may appear on the surface to be all about automobiles. For those who ARE members of a car club, we know our hobby is all about people. I think most of our members joined the Tidewater Region for the social interaction. The sharing of knowledge, almost always the sharing of food, and the shared enjoyment of our automobiles through road trips, tech sessions, and the very popular 'stand around and talk' sessions – are just some of the reasons we chose to join a car club in the first place. Anyone can like cars and not join a car club – but that is a very

different experience from what we enjoy as members of a car club. The hobby's social experience is what the pandemic has impacted. However, I hear the enthusiasm in our Board meetings for future post-pandemic activities. We also see comments from our National Board and the team in Hershey illustrating how enthusiastic they are for the future. In addition, many of us see updates from other car clubs about their plans for the future. Within our hobby, enthusiasm for the future is high! There is a lot taking place 'behind the scenes' in preparation for the resumption of the hobby. The wait to get there is frustrating but I am confident that the best part of our hobby – the social part – will resume soon!

For me, getting ready for the return to normal entails finally getting my '68 Ford road-worthy. As some of you know, the LTD has been sitting idly in my parents' barn for much too long. With help from friends in our Club (there's that social part again) there has been much work completed. However, just as much work remains while the engine is in a machine shop. My goal is to have a nice road car. It is an LTD so power steering, power brakes, air conditioning, etc. – all the things associated with an LTD are there. What is not there is dependability – that's the part I'm working on. I hope to not have my name appear in a future list of activity participants in the Mud Flap along with the note 'driving modern iron'!

As always, I hope all remain well and safe and I look forward to seeing each of you very soon!

Warmest Regards,

Wayne Milligan, Tidewater Region AACA President

## Dinner Meeting Corner

**Chief Contact: Skip Patnode**

Once resumed, members will be contacted via e-mail to obtain their RSVPs for the club's monthly dinner meeting. (Members without e-mail will be contacted by phone.) If you will be attending, please respond to Skip Patnode's e-mail by the requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. It is critical that you respond so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at [skippatnode@cox.net](mailto:skippatnode@cox.net) or (757) 672-8495. Thank you for your cooperation!



**ANTIQUE AUTOMOBILE CLUB  
of AMERICA**

## 2021 TRAACAs Officers & Board

**President - Wayne Milligan:**  
**[traacaccontact@gmail.com](mailto:traacaccontact@gmail.com)**

**Vice President - Tim Hund:**  
**[traacaccontact@gmail.com](mailto:traacaccontact@gmail.com)**

**Secretary - Fred Cole**

**Treasurer - Tammy Park**

**Board - Jerry Adams**

**Board - Dick Chipchak**

**Board - Skip Patnode**

**Board - Doug Grosz**

**President Emeritus - Matt Doscher**

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

# From the Running Board

**February 11, 2021 TRAACCA Board Meeting  
Minutes (final approved copy can be obtained from  
Secretary)**

**TRAACA Board Meeting Thursday, February 11, 2021**

**Officer's Present:** Wayne Milligan, Tim Hund, Fred Cole, Tammy Park. Board Members present: Jerry Adams, Dick Chipchak. Club members present:

**Quorum:** Board Meeting called to order at 7:25 PM.

**President:** Thanked everyone for coming. Welcomed the new board members and expressed regrets that we have been unable to have a formal installation of the new board.

**Vice President:** Agreed with the President's statement

**Secretary's Report:** Fred Cole filed the reports concerning officers and membership updates with the AACA. He did receive verification from Ms. Eitnier that the forms were received

**Treasurer's Report:** Previously sent to board members in an e-mail. Tammy has completed the signature card to be able to sign checks going forward. Tim is also going to be added to the signature card as a backup to Tammy.

## COMMITTEE REPORTS:

### Activities:

Activities Committee & Planning – pending pandemic restrictions

Tim Hund is working with Richard Hall to host a square car tour possibly in May. He will report back at the next meeting

### Restaurants:

All still pending per pandemic restrictions

### Membership:

Currently 149 memberships equaling 259 members

### Unfinished Business:

Club tax reporting – Tim talking to his accountant, at this time there appears to be no club liability but a return does need to be filed every year (simple post card style form)

Club trailer has been repaired, Wayne to handle getting it through state safety inspection

Comment cards at dinner meetings – when dinner meetings resume. Jerry Adams did share some of the comments that he received on renewal applications.

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Audit of 2019 and 2020 club financials – Linda Pellerin has completed, no issues.

Newsletter co-editor – still in need of a co-editor

Amount of club donation to AACA Library 'in memory of' set by bylaws, will be reviewed at next bylaws review.

Region officer and roster information arrived at AACA headquarters on 1/24/2021

USPS mailing will cease in 2021

### New Business:

We are in need of an annual meet chair, date, location. It is hoped that the pandemic restrictions will be lifted this summer and we will be able to hold the meet.

The club mailing address is being shifted to Tammy 2021 50/50 raffle proceeds – TBD after dinner meetings resume

2021 dinner meeting subsidies – TBD after dinner meetings resume

Final Tour section of the website – Bob Stein may be able to help with the updates but he needs input from the general membership.

2021 Activity subsidies – TBD when activities resume

### Other Business:

VPCCC Monthly Meeting Report: NSTR

CCCHR Monthly Meeting Report: NSTR

**Adjourned at 8:30 PM.** Next meeting Thursday, March 11, 2021 at Uno's Pizzeria & Grill, 5900 E. Va. Beach Blvd, Norfolk



**THE MUDFLAP** is the newsletter for the Tidewater Region of the Antique Automobile Club of America, and is published monthly.

**Editor: Doug Grosz**  
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# BUYING A CAR IN THE MIDDLE OF THE OCEAN

by Thomas T. Allan



No, the car wasn't in the ocean, but I was. The primary reason being that I was on a Coast Guard cutter between Bermuda and the Azores, and, as usual, I had a copy of Hemmings Motor News (November 1972) to help pass the time while on weather patrol over the Christmas/New Year holiday; plus, I was on the perennial hunt for a car that most of us afflicted with "the disease" spend hours doing. I had recently been transferred from the Seattle area and had sold a 3-year restoration project, a 1931 Chevrolet coupe, at a spanking loss, and was antique-carless... a dangerous situation for the sufferer. I checked out all the Chevy ads without finding "the one". Then it happened... ZAP, the ad popped out, for a 1923 Ford sedan, \$1,800., "excellent condition" located in Pulaski, VA. I had never owned a "T", but my brief prior history with a '23 Essex piqued my curiosity, and I immediately wrote to the Ford owner. My letter was transferred to a shore-bound ship via 26' motor lifeboat, and made it to Pulaski, VA on December 12<sup>th</sup>... bearing my inquiries and a provisional offer. The encouraging response came via a relief vessel for ocean station ECHO, and again, carried by motor lifeboat arriving just before Christmas.

My offer was accepted! But I had to respond before "several others showing interest" did same. Through the intricacies of teletype, a message was sent, and a deposit arranged that secured the car. Soon after, a radio-phone patch, 1,000 miles distance, ironed out some details with the owner, and I declined the offer of a car delivery to save a few dollars... big mistake.

When I finally returned to homeport, Wilmington, NC in January, I immediately rented an 18' U-Haul truck and departed at noon on 1/16/73 for Pulaski, VA via rte. 421, I -40 (the old version) and various 2-lane roads where the dual rear wheels hung over the pavement in many places. I arrived in Pulaski just after dark, had a candle-light "inspection" of a very presentable Ford, learned to drive it in about 45 minutes, searched out a suitable hill, and with two 2" x 12" planks, prepared to load. Then I found out that the car was about an inch taller than the truck's cargo compartment... brilliant. Sooo, we let out most of the air in the tires, put a tablecloth on the car roof, and managed to squeeze it in. I paid the balance due and set off back to Wilmington. Meanwhile, it had started to snow...great. As I approached Fancy Gap (the only thing fancy about it is the fancy-steepness), where the snow was falling on ice below, and there were blinking warning signs. I descended

Fancy Gap at various angles to the preferred straight ahead, and upon reaching the bottom, went from snow to fog and freezing rain. On much of the return route I could barely see the front of the truck cab and putted along at such a slow rate that I didn't get back to Wilmington until 9:30 AM. Then the fun began.



Memo to self: there are hills in Pulaski, VA, lots of them... there aren't any in Wilmington, NC. This significantly impacts what you do when you need to unload a vehicle from a truck. As my rental "Cinderella" time fast approached, I saw pumpkin as the outcome if I didn't do something soon. So it's a Sunday morning, nothing's open in backwaterville (at the time), and I'm driving around with a model T in the back of the truck looking for any available loading dock when I passed a gas station with an outdoor lift (more common in them days). Fortunately, the owner lived next door, and at 10:30 AM, the car was off the truck, and I was on my way to the rental company. I kept the receipt, it was \$82.73, logged out at 12 noon rental day, logged in at 1150 AM that Sunday... it had been a long trip... no superhighways linking Wilmington to the outside world back then. Ask me if I'd do that again... nope.

The next day, after sleeping about 14 hrs. straight, I took leave, and attended to some details. Paramount in my mind was "what will the neighbors think"? Probably that there's a nut in the neighborhood who collects telephone booths with wheels. But that car proved to be not only reliable for second-car transportation, but fun for the family outings in flat country. It never left us stranded and was great fun to drive to the beach and grocery shopping. Phase two in its life was a little more exciting, phase 3 even more so.



The saga continues:

One of the inevitabilities of being in the service, is that occasionally, just about the time you learn where everything is in town, and something about your neighbors, the hook comes out, and you're on your way to a new destination. So, I got orders to NYC, Governor's Island to be exact, and there's not much in the kitty for having a car moved by pros. So, I bought a brakeless two-axel trailer, and set off for New York, towing the "T" behind the 1969 Chevelle Malibu (fortunately with a

big engine and Muncie transmission) ... no problem, right? Wrong. Route 95 isn't my favorite strip of asphalt, and when the trailer tongue decided to give out in New Jersey, it made for some excitement. The safety chains did their job, and the state trooper (trouper) made a call, and a welder rig showed up in about an hour to save the day. Passing through the Holland Tunnel and on to the pothole plagued West Side Highway was another heart-in-mouth experience, but onward to the southern tip of Manhattan and safely across by ferry to that little Eden, Governor's Island. The winter winds were soon blowing, regularly, and the "T" was sitting in an outdoor parking place. But fortunately, my neighbor, who was head of Island security, took pity on me (or maybe the car), and offered a solution, albeit somewhat illegal. so one dark night, he (who was also the official armorer) unlocked the huge wooden/iron doors that led to the bowels of Castle William, and the armory. We furtively pushed the de-energized Ford down the long ramp into the c. 1800 magazine, where it spent the remainder of that (and part of the next) winter, hidden from all of higher rank and position. There is slept amongst all the gunnery paraphernalia (someone could probably have been court-martialed for this), and it would reappear each spring. Some real fun was to take it back to Manhattan, usually on a Sunday, and drive up to Central Park, where we could parade around and get more attention than the horse-drawn carriages. To be noted, we could park anywhere, leave it alone for some dawdling, and it was never disturbed or tampered with despite the NYC reputation.



Well, it happened again; orders, and this time across country... will I have to sell the car... I'm surely not trailering it across country, I've learned something about that stuff.

After discussing the subject of moving the car with a somewhat lenient supply-type, and after a long "what if" discussion with the movers, it was decided that, although I couldn't legally ship a car across country on the government dime, I could ship "car parts". To meet this ill-defined criterion, we removed a few things from the Ford, and merrily drove to the commissary loading dock, and put the car on the back of the Bekins van, destination: Eureka, CA. and thence to Trinidad, CA the state's smallest incorporated town (population 279) where it was to be housed on Trinidad Head, at the lighthouse garage where we would be living. Problem: the half-mile driveway to the quarters started with a very steep hill. I found that going up with about 20 HP was a tough chug-a-chug, but coming down, especially with 5 people in the car was your ultimate yeehaw experience... downright dangerous. At the top of that last segment of that driveway, I would walk down to the nearly sea-level gate, unlock, walk back up 200yds to about 200 ft. elevation, blow the horn a couple of times, and with crossed fingers and toes, descend at a higher-than-wanted rate with the rear cast-iron drums redenning, and the transmission band smoking.

After a season of this excitement, the "T" was for sale. The first caller, from relatively flat Eureka, was a "go" for full listed price, but first he had to sell his Model A. Hmm, I guess I would at least like to see it. He said to come over and bring your "T" if you can. When I first saw his "A" with the arched windows (Murray) and slant windshield, we also discussed the fact that 50 HP and four-wheel brakes would work on hills. Aside from the color, I really liked this solid California car, and he like the "T", especially with its aluminum body and balloon tires that made for an easy deal, and California didn't get much tax money when we swapped straight across.

I drove the "A" with confidence all over creation, hills included, and the other guy with the "T" enjoyed it for about two months before he sold it to a Portland, Oregon collector who had it properly restored. It soon made it to the cover of Model T Ford Times, with an article about how it was an unusual specimen with earliest-known 4:40x21" balloon factory wheels/tires (documented) and various other sidebar items that were news to me! Oh well, seems this was the start of a series of changes made to the Model T at that time reflecting the new "deal" that Henry had made with Firestone. So be it, I still had a solid Model A, and I liked it.



Post-script (I'm working on that Model A now... trying to get it closer to original)

*Thomas T Allan*



# Gilmore Car Museum—Part 9

## Hickory Corners, MI

### *The Gilmore Collection*

Story by Marion McAlpine. Photos by Mark McAlpine.

*This article is the ninth and last in a series of articles about the Gilmore Car Museum located in Hickory Corners, MI (midway between Battle Creek and Kalamazoo, MI). This month's article highlights the Gilmore Collection.*

The Gilmore Car Museum started in the early 1960s when Donald S. Gilmore's hobby of collecting vintage automobiles first began. Some of the first vehicles in his collection included a 1927 Ford Model T, a 1913 Rolls Royce, and a 1920 Pierce-Arrow. Per the Gilmore Car Museum's website, Mr. Gilmore started restoring that classic Pierce-Arrow at his home located on Gull Lake in Hickory Corners, MI, igniting his passion for classic automobiles.

Over the next several months, Mr. Gilmore's classic car collection quickly grew. In 1963, Mr. Gilmore purchased the 90-acre farm across the street from his home. Construction started almost immediately on the unique, high-ceiling Carriage House building to house and display his collection. Donald's wife Genevieve had the idea to turn the collection into a classic car museum, "providing future generations access to Donald's one-of-a-kind collection." The Gilmores established a non-profit foundation and opened the museum to the public for the first time on Sunday, July 31, 1966. Over the years that followed, Donald continued collecting "some of the world's most renowned automobiles."

From the website, the Gilmore Car Museum collection is currently "housed in a recreated factory building from the turn of the century and within a historic campus of several

historic buildings, which include eight restored 10th-century barns, an authentic operating 1940's diner, a recreated 1930's Shell gas station, and train depot from the 1890s. Recreated auto dealerships include a Franklin dealership from around 1918, a Model A Ford dealership from 1928, a 1930's Lincoln dealership, and a 1948 Cadillac dealership."

"The Classic Car Club of America's Museum was dedicated in 1987, when its Thomas W. Barrett Barn, dating from the 1890s, had been disassembled, moved, and reassembled on the Gilmore Car Museum's Historic Campus." The Classic Car Club of America's (CCCA's) Museum displays an amazing collection of CCCA automobiles. The Thomas W. Barrett Barn holding the CCCA automobiles is also called the Campania Barn. The Campania Barn also contains some of the Gilmore Collection vehicles (Donald Gilmore's personal cars), cars on loan to the museum, and numerous automobile mascots displayed in beautiful glass cases.

Just an aside: the Gilmore Car Museum held its first *Winter Motoring Meet* on February 21, 2021. The event featured a vintage snowmobile exhibit, ice carving exhibition, rides in vintage vehicles, outdoor games, and food & drinks served near an outdoor fire. What a good way to enjoy some winter fun!

I hope you have enjoyed this article and the previous ones on the Gilmore Car Museum. You need to put the Gilmore Car Museum on your bucket list. You will not regret it!



*The Campania Barn—houses cars of the 1920s-1940s from the Gilmore Collection and cars on loan to the Gilmore Car Museum*





1911 Buick Model 32 Roadster



1920 Roamer Sport Touring Car (on loan to the museum)



1921 Ford Model T Touring Car (on loan to the museum)



1922 Dort 5-passenger Sedan



1922 Handley-Knight 5-passenger Touring Car



1923 Checker H-2 Taxicab



1923 Cole Series 890 Sport Roadster (on loan to the museum)



1923 Star Open Delivery Pickup (on loan to the museum)



1939 Hudson Series 92 3-passenger Coupe (on loan to the museum)



(L) 1940 American Bantam Standard Coupe



1947 Dufrene 14-foot Camping Trailer



1949 DeSoto 9-passenger Suburban



1940 Packard Custom Super-8 One-Eighty (a 32,000-mile survivor) donated by former Gilmore Car Museum Executive Director Norm Knight



# *Still Collecting*

## — SPARK PLUGS – revisited

*By Terry Bond*

For the past several months I've been going through my vast spark plug collection to sort out duplicate items, clean and photograph them, and to assist with some research for a couple of reference works being produced by a friend in New York.

I did not begin with spark plugs, but they quickly gravitated to become the largest and most important part of my passion for collecting automotive related artifacts. I've been at it now for well over 40 years.

Along the way, I've connected with many other collectors, some who began long before I did. It's safe to say I've seen, and am aware of, some pretty unique examples on a world-wide scale. Many are historically significant and are the only examples known to exist among other collectors.

Yes, plugs tend to be a fairly obscure part of motoring history and are often over-looked, but in recent years, their popularity as a collector's item has grown tremendously.

Extremely rare examples can command prices in hundreds of dollars from serious collectors. It does however, take advanced, specialized knowledge, and a lot of experience collecting and networking with others to know when something of that caliber turns up in the open market. The vast majority of plugs are worth only a few dollars, and that's what makes collecting them still so much fun.

For years now, my "favorites" have been displayed in portable trays with Plexiglas covers that I can carry around to exhibit. Still others have been displayed in showcases in my recreated early auto parts store. Most however, are stored alphabetically in a narrow-drawer antique filing cabinet. Lesser interesting plugs have been stored in sealed metal boxes, in direct violation of one of my own "Rules of Collecting" - DISPLAY YOUR STUFF!

So-new displays are in the works, and as I select a new batch of favorites and single out the best-of-the-best, let me share a few for this month's column:

The spark plug itself was created in the 1860s by the Belgian engineer, Lenoir. It was the first practical working "jump spark" ignition apparatus and was used on his early and quite successful Lenoir gas engines. By the turn of the century, many different contraptions had been tried, including some internal contact make-and-break ignitors as well as more conventional type spark plugs with central and ground electrodes. These most closely resemble what

we have today. Yes - it's correct, there is really nothing new, and most other adaptations of the basic spark plug are just variations, with sometimes added gimmicks.



*Two pre-1900 make-and-break ignitors.*



*Three circa 1900 spark plugs. Brand names, unknown.*

Many of my favorite and rarest spark plugs have stories connected to them (doesn't everything?). I could entertain you for hours with tales about where and how I obtained them, but just a few go beyond that, to the people themselves who once owned them.

Such is the case with this first one – labeled MACO. MACO is the acronym for Marshall Automobile Company.

This plug came supplied as original equipment in an 1899 Marshall. The car still exists and has run successfully in the London to Brighton Run. At the time I obtained this spark plug, it was owned by one of the pioneer early car collectors in England, Tom Potter, of Potter's Garage, Kirkby Stephen, Yorkshire. We visited Tom's collection while traveling through that area years ago.

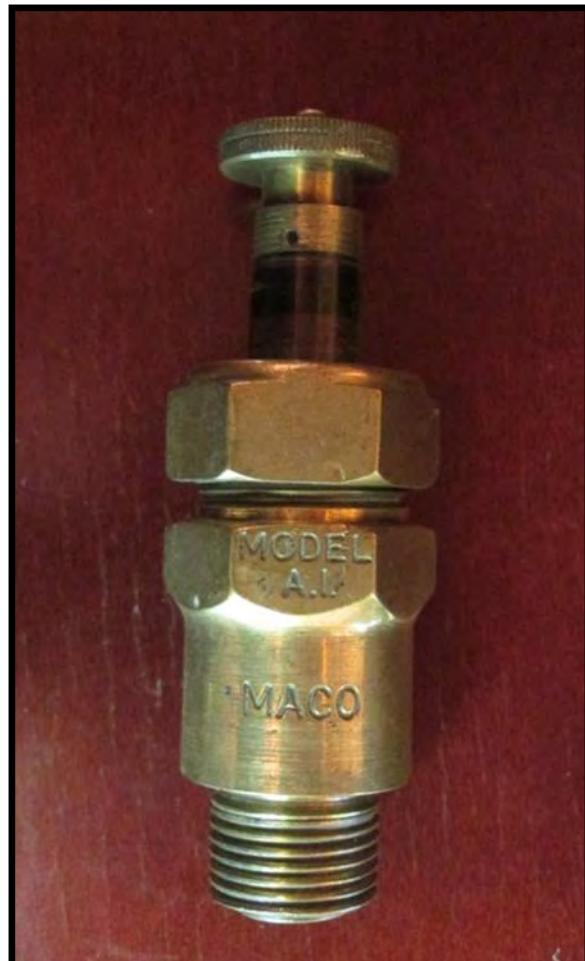
Tom's garage had been a family business since the early 1900s and was in its own right, a true time capsule of motoring history. The front "show-room" area was occupied by the 1899 Marshall, and several other early pre 1905 automobiles, and a number of pre-1910 motorcycles. The garage was a working business repairing modern vehicles. An attached body shop was filled with old glass front display cases full of brass lamps, early car parts and accessories, and early spark plugs. The cases were so covered with dust from sanding paint-jobs you could hardly see into them. Elsewhere, the place was covered with original antique signs, tools and equipment hanging on hooks everywhere, and parts of early cars stacked against the walls and hanging from the rafters.

Even the attached house itself was an "Aladdin's Cave" filled with artifacts and dozens of early motorcycles stacked like cord-wood.

Tom took the time to show me everything, and as my attention turned to the spark plugs he removed them individually from the showcase and told me all about them. This Marshall (MACO) spark plug had been with the car all its' life, protected in a wooden tube. It is in near perfect condition. Tom willingly traded it to me for a selection of American made plugs I had brought with me for just such a purpose. He explained that his car ran much better with a newer Champion spark plug that would fit a Model T Ford, so he had no problem giving it to someone who would appreciate it.

I'll never forget his generosity, and the chance to spend some time with a true legend in the automobile collecting hobby. The plug is one of my best, rarest, and absolute favorites.

Note-the Marshall Automobile Company began in 1897 at the Clayton Works, Belsize factory where bicycles had been manufactured. It is uncertain when the first car was constructed, but by 1901, the name had been changed to "Belsize." This 1899 car is the only known survivor and was discovered in the 1930s. It was acquired by the potters in 1935 and was sold by Bonhams Auctions in 2007 for over \$141,000. Isn't it great to know the whole story?



**Marshall Automobile Company spark plug,  
1899.**



**The 1899 Marshall as originally discovered being enjoyed by local children while it was stored outdoors behind a shop.**



*The 1899 Marshall following acquisition by the Potters. This photo shows the car outside their family garage in Yorkshire.*



*The 1899 Marshall outside of Potters Garage. Tom Potter is second from the left. The showroom window where the car was displayed when I saw it is to the right.*



*Peck adjustable gap spark plug made in Scotland*

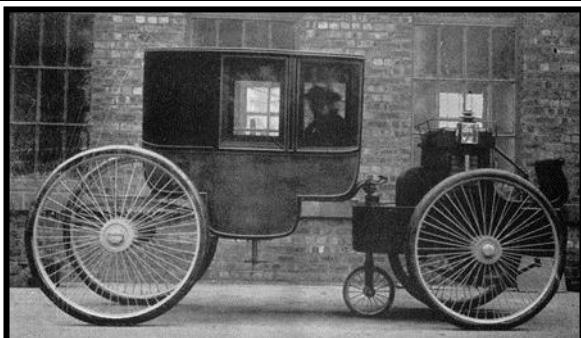
The Peck spark plug was produced in the early 1900's by a Scottish engineer, William Peck. He was also founder of one of Scotland's early automobile manufacturing companies.

The Madelvic Motor Carriage Company of Granton, Scotland was founded by Peck, who was also Edinburgh's official City Astronomer. He also helped to develop the emerging technology of electricity. The Madelvic Company produced an electric brougham at their factory in Granton, north Edinburgh between 1898 and 1900. The vehicle was driven by a three-wheeled front axle unit, comprising motor, batteries and a small central wheel, set behind the axle, which propelled the car. This unit was mounted to the front of a chassis, creating a five-wheeled vehicle, but could also be attached to a horse-drawn carriage. Peck offered public transport using the car, between Granton and Leith as publicity.

However, electric cars were not to be the future, and Madelvic went bankrupt, being taken over by the Kingsburgh Motor Company in 1900. Peck continued to concentrate on electricity and maintained his involvement with the automobile industry for many years as an engineer and developer of improved ignition systems.

Next up is another prize in my collection. While still thinking of our time spent in Scotland, I can recall the endless search for a spark plug actually made there.

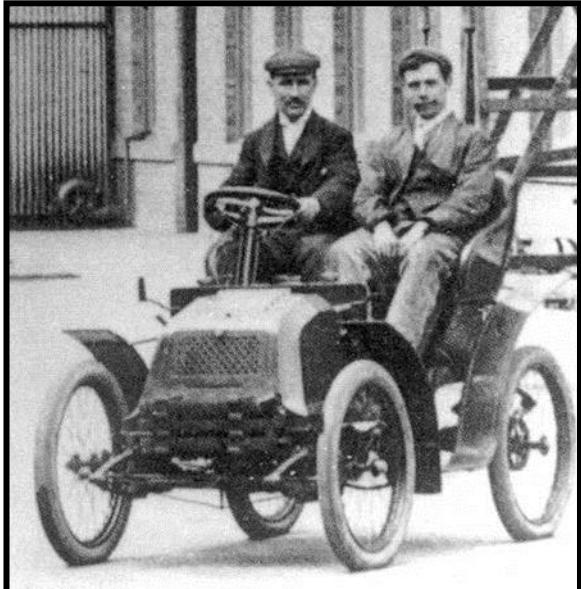
I was able to learn that only a couple of different plugs had actually been made there and despite my best efforts, I came home empty handed. It was only years later that I heard that another collector had found two of them at the Beaulieu Autojumble-the "Hershey" of Europe. The plugs I'm told came from a clear-out of an old garage in Perth, Scotland. I'd actually bought things from that garage years previously while still living there. I knew there were a lot of very early parts there and remember seeing a loft filled with wooden spoked wheels, shelves of early brass lamps, and boxes of early parts, all covered with cobwebs and the dust of a hundred years or more. It was only later when I had moved back here I'd heard the building was demolished and the contents had been acquired by a fleamarketeer in the North of England. That's where these plugs were, lost in the bottom of an old box I just didn't dig deep enough into.



*The Madelvic Electric Broughm, 1898.*



*The building where the Madelvic was built still stands.*



*Dr. Peck with the more conventional Kingsburgh automobile, 1900.*

Peck's spark plug enterprise was short lived. Few were ever produced. The plug features a changeable spark gap, adjustable via a small set-screw in the side of the plug. It was only recently purchased when the collector who owned it sold his collection. This was the best of the two he owned. The other was sold off earlier for an astronomical sum to another well-known collector. Mine is the bet-

ter of the two known to exist, and I was able to purchase it at auction for much less than the other one sold for. It has never been used.

So, after years of searching, another mantra of collecting becomes evident – All good things in time I guess!

The history of the Champion spark plug is interesting. It's pretty well known that Albert Champion, the French bicycle racer worked with Neiuport in France helping produce early spark plugs. His original trip to the United States was partly to help with the sale of imported Neiuport spark plugs. He became involved with the Stranahans, who were a large wholesale importer and manufacturer of early automobile parts and accessories. They helped to finance and market a plug branded with his name on it, sold by the Stranahans. Later of course, Albert Champion left to work for William Durant, but continuing to produce Champion branded spark plugs. However, a law-suit was soon filed and ended up with Champion not being allowed to use his own name on plugs he produced. That "Champion" name was retained by the Stranahans and their Champion Ignition Company, while Albert Champion continued to produce plugs labeled with just his initials - AC.



*Left – one of the early plugs produced by Albert Champion after he left the Stranahan's. Center – Nieuport spark plug imported from France, produced by Champion. Right is a similar style of plug made in France for the American market, branded "Anti-Soot" French clay insulators were superior in quality and were used in many early plugs.*

In 1916 a significant change occurred when Champion bought the Jeffery Dewitt Spark Plug Company in New Jersey. They made plugs labeled J-D and Reliance. That purchase gave Champion the rights to deposits of Siliminite, a mineral used to produce the porcelain insulators. At that time, Champion also began using the brass top (known as a "brass hat"). For just a brief time, Champion plugs carried both the Reliance and Champion names. These plugs are quite scarce.



*An example of the first plug manufactured with the Champion name printed on it. Note the similarity to the Neiuport spark plug shown above.*



*Champion/Reliance spark plug produced shortly after acquisition of the Jeffrey Dewitt company in 1916.*

There are many others in my collection worth of having their story told – like the plug once tossed into the dirt of a New Jersey race track by the legendary Barney Oldfield after he was defeated in a match-race in 1908 when the plug fouled.

I always enjoy talking about my original Napier spark plugs and how he color British Racing Green became the symbolic “colour” for the early British Racing teams. You might also enjoy a seminar I’m working on for the upcoming AACA Annual Convention in Philadelphia – “The History of the Spark Plug.” It’s sure to be an electrifying experience!

Meantime, enjoy collecting and the stories that go with these amazing little relics of motoring history.

*Terry*



# TRAACA MEMBERS' PAGE

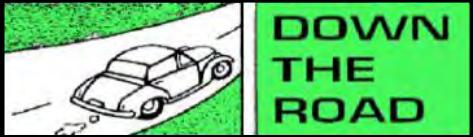


*Members  
celebrating  
anniversaries  
in March*

**Mike & Darlene Brown  
Dan & Angie Ciccone  
Jon & Barbara Sieck**



*Members  
celebrating  
birthdays in  
March*



**DOWN  
THE  
ROAD**

## Other Regional and Local Events

Planning pending COVID restrictions.

The Roanoke Valley Region's ODMA Meet is a go for June 11 & 12 at Natural Bridge!!! More information to come

The Shenandoah Valley Region's ODMA tour fall tour is on for October 21 & 23!! Based in Winchester with the wonderful Museum of the Shenandoah Valley as both a feature and a base.  
[www.themsy.org](http://www.themsy.org) More information will follow



## Sunshine Report

Iven Malcolm Godwin, 75, passed away in Virginia Beach on Thursday, February, 11, 2021. A former member of TRAACa, he and his wife Jane were active with several mid-fifties Ford Sunliner convertibles.

Please provide Member Care/Sunshine Report information on TRAACa members to Bob Stein at [posti@aol.com](mailto:posti@aol.com) or 588-6200.

**Angie Ciccone  
Liz Coburn  
David Curl  
Nancy Eberle  
Jan Garner  
Sally Hartman  
Lynn Heimerl  
Sondra Jolley  
Jack Pavlidis  
Bobby Sellers  
Gregg Shelton  
Melinda Spence  
William "Bill" Stutz  
Margie Tillett  
Linda Treadwell  
Shirley Wecht  
Larry Wickham**

## Welcome to Our New Members!

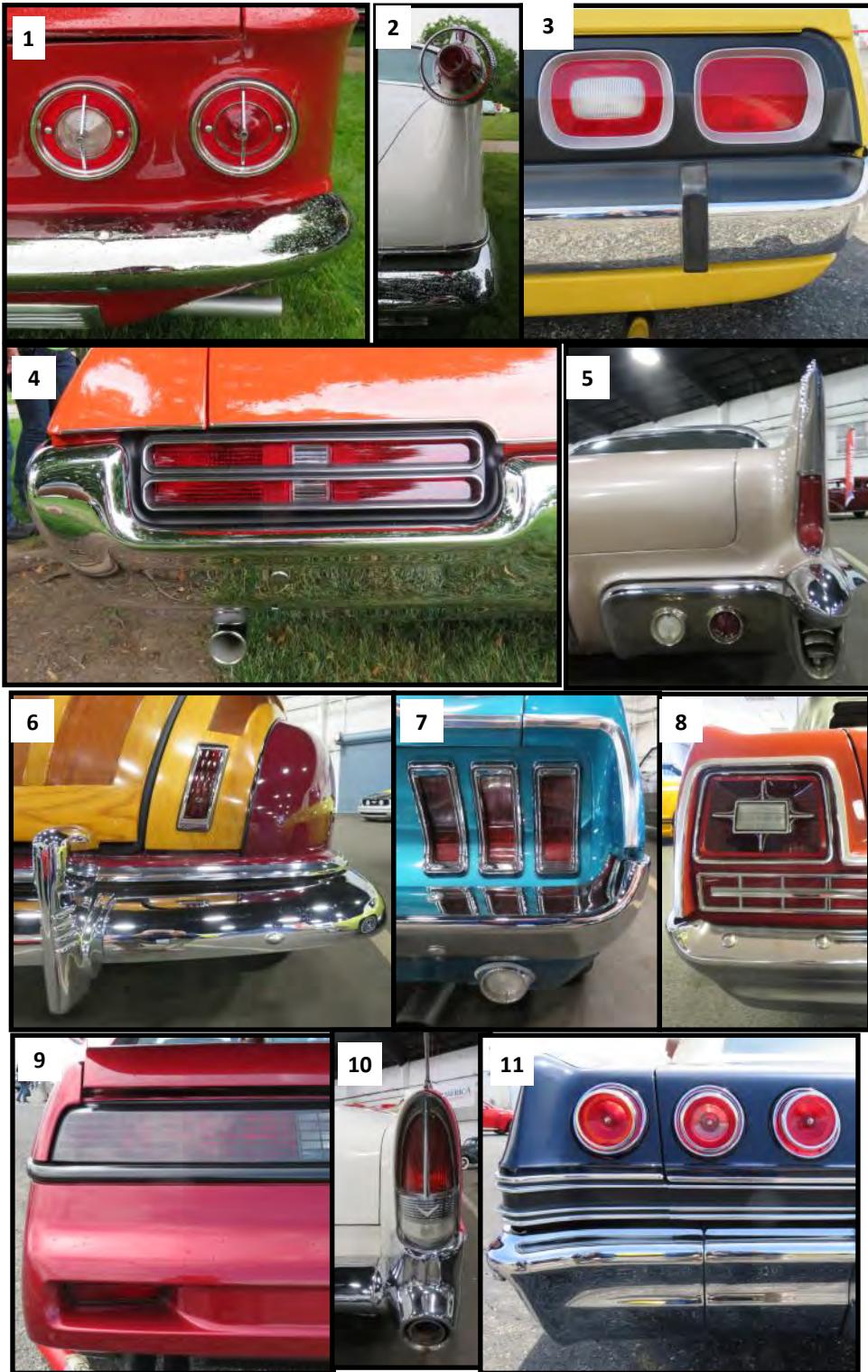
**None this month**



# Name That Car!

Quiz and photos by Mark McAlpine (reprint August 2016)

Identify the year, make, and model of the automobiles below with your only clues being their taillights. (The answers are at the bottom of the page.)



**ANSWERS:** 1) 1963 Chevrolet Corvair; 2) 1960 Imperial; 3) 1974 AMC Javelin AMX; 4) 1969 Pontiac GTO; 5) 1957 Cadillac Eldorado Brougham; 6) 1988 Nash Ambassador; 7) 1968 Ford Mustang GT; 8) 1969 Ford XL GT; 9) 1988 Pontiac Fiero; 10) 1955 Packard Caribbean; and 11) 1965 Chevrolet Impala.



## AACA Calendar of Events

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

### APRIL 2021

8-10 AACA SE Spring Nationals Concord, NC

~~15-17 AACA Annual Convention Pennsylvania, PA (Cancelled)~~

19-22 AACA SE Divisional Tour Central Florida

### MAY 2021

20-25 AACA Founders Tour Davis, WV

### JUNE 2021

2-5 AACA Eastern Div Tour Eastern Shore of Maryland

17-19 AACA Eastern Spring Natl's Saratoga Springs, NY

### JULY 2021

1-3 AACA Central Spring Natl's Auburn, IN

11-16 AACA Vintage Tour Lock Haven/Wellsboro, PA

22-24 AACA Grand Nationals New Ulm, MN

### AUGUST 2021

13-14 AACA Western Fall Natl's Loveland, CO

### SEPTEMBER 2021

9-11 AACA SE Fall Nationals Greenville, SC

12-17 AAA Revival Glidden Tour® (VMCCA-hosted) Saratoga Springs, NY

### OCTOBER 2021

6-9 AACA Eastern Fall Natl's Hershey, PA

11-15 AACA SE Div Fall Tour Mt. Airy, NC

18-22 AACA Central Div Tour Broken Arrow, OK

### NOVEMBER 2021

4-6 AACA Spec. Western Natl's Phoenix, AZ

6-11 AACA Western Fall Tour Metropolitan Phoenix and Central Arizona

### FEBRUARY 2022

10-12 AACA Annual Convention Philadelphia, PA

24-26 AACA Winter Nationals Melbourne, FL

### MARCH 2022

10-12 AACA Western Spring Natl's Las Vegas, NV



# EDITOR'S DESK

Doug Grosz

[traaca.mudflap@gmail.com](mailto:traaca.mudflap@gmail.com)

As I write this, it has also be a year since our world turned upside down. March 13, I returned home to teach virtual for the rest of the school year, and I have been doing the same this year. None of us ever thought it would last this long, but now with three vaccine out for people that choose to get them, maybe things will begin to go back to normal.

As the weather is improving, we are able to start thinking about taking our cars out for drives. Last Thursday evening, Bill and I were able to take a short drive with the Packard. It was good to be out in the car. I know my friend Nick has had a chance to get his Shoebox Ford out for a few drives. Now is the time to make sure you have fresh oil and fluids in your cars. I am hopeful that as things improve that we will be able to get back to car shows. If you use ethanol free gasoline, there are two stations that I know that carry it—Southern States on Route 460 north of Windsor and the gas station on Knotts Island. In North Carolina there is a 40 cents per gallon state tax on ethanol free fuel, so it is more expensive.

As you can see on the next page, we did receive an advertisement for a car show in July, so stay tuned to see what is occurring. I expect there will be many different ideas toward events this year. I have seen one post that one group is having no shows this year. Thankfully AACA seems to try to meet the goal of safety, yet have an event as the did at Gettysburg, since they could not have an event in Hershey last fall. I am waiting like everyone else to see how this is going to be this spring and summer.

I wanted to thank Thomas T Allen for sending an article to us for the Mudflap. Again I encourage all of you to consider an article about your cars, and your history of cars. If you don't want to write the article, please feel free to just answer these questions and then send your answers to me, with pictures of your car, and it can be edited for the Mudflap.

Questions about your car for an article:

1. What is the year, type and model of your car?
2. What is it about this car you like?
3. Was it restored or did you restore it?
4. How long have you had it?
5. What is one story about you and your car.

Photos of your car.

This is your Mudflap, I only edit the articles, so please help make it the best year for the Mudflap and the club ever.

Until next time, keep the wheels rolling.

*Doug*

The photographs below are mine from the TRACCA Annual Show in 2009 before I became a member, but I am sure you will recognize some of the cars.



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## Auto & Military

## Vehicle Show

## DOOR PRIZES



# FOOD



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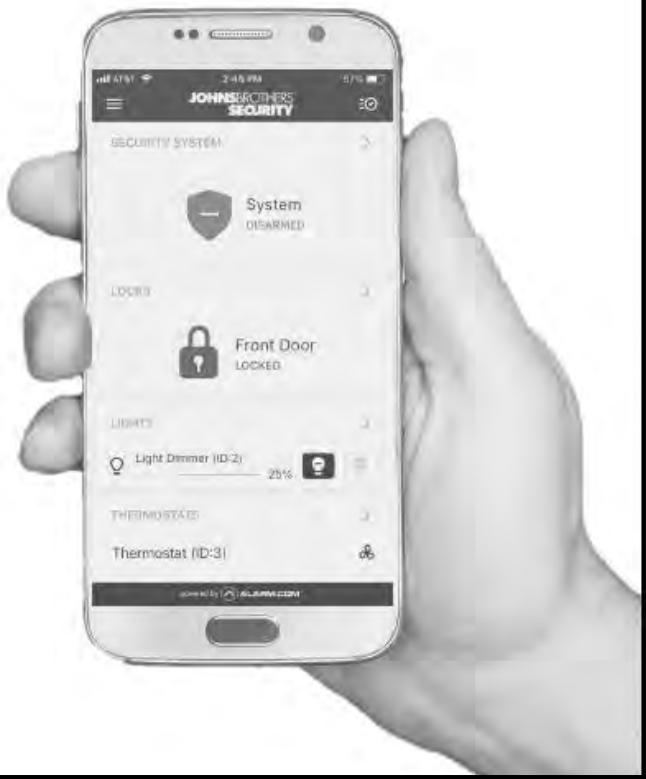
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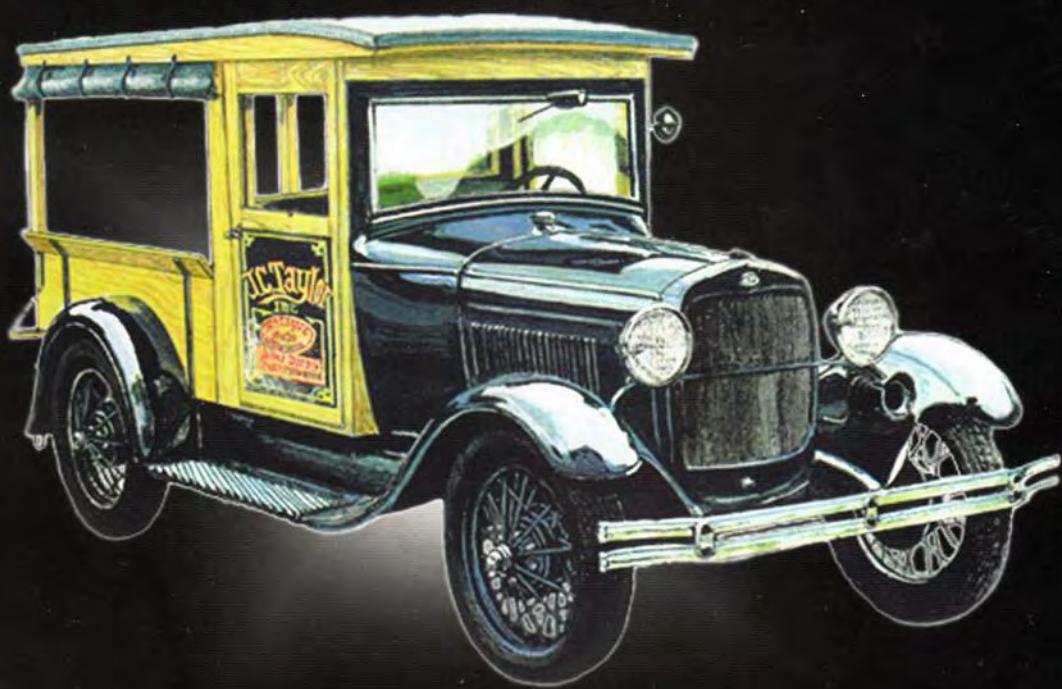
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1920 Paige Model 6-42 sedan in the Gilmore Car Museum Collection in Hickory Corners, MI