

The Mudflap



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

Volume 58, Issue 5

May 2014

MOVED UP TO MAY 4TH

Square Car Tour is this Sunday!

Are you ready to get lost again with Ken and Bill????? The TRAACA Square Car Tour will give you that chance this Sunday! Ken Talley and Bill Wilcox found some interesting little-traveled roads which they felt would be a fun adventure!

TRAACA will gather at Marion and Mark McAlpines home at 3117 Summerhouse Drive 23435 in Northern Suffolk on SUNDAY, May 4th at 1 PM. (Look for a map and directions on the back page of this issue.)

We will leave about 1:30 and travel Northern Suffolk, thru the edge of

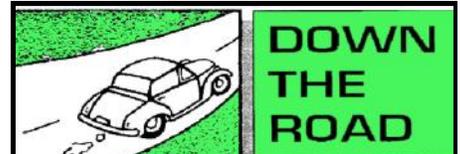
downtown and along the western edge of the forest. Bring your walking shoes for exploring a hard surface trail into the swamp.

We will have an early supper at a good family restaurant in Gates, North Carolina and head for home during daylight hours.

If you plan to attend, call Bill Wilcox at 757-340-1612 or Ken Talley at 757-421-7534 by Friday, May 2nd. A cell phone number would be useful should anyone get lost (or temporarily confused as we will admit to) as we travel together.



CLEAN CLEAN CLEAN - Marion McAlpine spent Friday afternoon doing last-minute detailing on her 1970 Chevelle at Charlotte. Story and photos on page 6.



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

May

- 2-3 **Mini Gathering for the Faithful MG Event in Williamsburg**
- 3 **4th Annual All Wheels LCpl Cody Childers Show at Chesapeake Center for Science and Technology on Cedar Road, Chesapeake on May 3rd. Roll in at 10 and show is 11-3.**
- 4 **Square Car Tour (NEW DATE!) See the story on Page 1**
- 6 **TRAACA Board Meeting - Holiday Inn Norfolk Airport**
- 16-17 **Old Dominion Meet (Richmond)**

June

- 4 **TRAACA Board Meeting—Holiday Inn Norfolk Airport**
- 12-14 **AACA Grand National/Southeastern Dual Meet (TN)**
- 13-16 **The Elegance at Hershey**
- 15-21 **AACA Reliability Tour (PA)**
- 19 **TRAACA Dinner Meeting**
- 21 **Evening Tides Baseball Game/Dumars Diner**
- 26-28 **AACA Central Spring Meet (NB)**

From the Driver's Seat

Wes Neal
TRAACA President



"It's a never ending battle of making your cars better and also trying to be better yourself."

Dale Earnhardt

In talking to many of you in our club, I hear stories of how you are making your cars better: Restorations, Rebuilding Components, Finding new parts, Readyng your cars for the season, Attending the may Car Shows in the area, or Acquiring a new old car. These same efforts are also going on in TRAACA to make our Club better too:

Linda Pellerin and her team are activity working to make the 2015 AACA Eastern Spring Meet the best it can be. It is now one year away for TRAACA to host this event. We have a great venue planned, and a project of this magnitude can always use extra support. Please contact Linda on how you can get involved with her team.

The TCC Classic Car Club is now an official Chapter under TRAACA. With Tyler Gimbert the 1st President, and support from TRAACA's Melanie Kordis (Secretary) and Bob Parrish this Chapter is growing roots. Car Shows and Membership drives at each Tidewater Community College (TCC) campus have driven the Membership to over twenty. The Chapter's first meeting concluded in April.

We can all help here by making it easy for a student to join this origination too by sponsoring a student. It's easy just contact Tyler.

Our activity Committee has firmed up the many Activities for the remaining of the year, and published a calendar that is communicated on the TRAACA website: <http://local.aaca.org/tidewater/>, Club's newsletter MudFlap, and weekly reminders to our members in the Club's Mud Speck email.

The third Thursday of the Month is our Planned Dinner Date. Marion McAlpine with fantastic support from the club's Telephone Call Tree arranges the dinner menu, and works directly with the Holiday Inn - Norfolk Airport to cater each month's event to support TRAACA and our guest speaker. Please provide me your comments on how we can better meet the needs of our membership here, and grow the attendance for this event.

Each month the TRAACA Board meets the first week of the month. In May, it will be the Tuesday the 6th at the Holiday Inn - Norfolk Airport. All members are

welcome as we discuss: Finances, Membership, Activities, Dinners, Events, Meets/Shows, and Communications the Club is involved in.

Should you have any Questions, Comments, or Suggestions for our Club, please contact me at 757-321-6325 or wes.neal@cox.net

Drive safe and I look forward to seeing you at the next TRAACA Event.

Till next time - drive safe,

Wes Neal

Firing on All Cylinders The Benefits of TRAACA Membership

By Mark McAlpine

Sometimes we take for granted our membership in the TRAACA and don't realize what good value we receive for our modest annual membership fee.

The most important value, of course, is the camaraderie and friendship we have with our fellow members in the club.

Second are the many and various club activities: the monthly dinner meetings; the annual TRAAC meet every September; the trips and tours organized by the club; the ice cream socials, chili cook-offs and garage tours at members' homes; and car shows we hold at places like Westminster-Canterbury; and the local car shows and cruise-ins we participate in.

Third is the expertise, information, tools and help provided by other TRAACA members.

Fourth is the practical "bang for the buck" you receive for your membership: your annual membership fee is offset by the club usually subsidizing your tickets for our annual Installation Dinner, St. Patrick's Day Party, and Holiday Party. (If you and your spouse attend just one of these, you recoup your annual membership fee.)

So next year, when it's time to renew your TRAACA membership, don't hesitate—write that check immediately and be one of the first to renew. Your club is firing on all cylinders and part of the reason is you. Like an internal combustion engine, a healthy club needs fuel, oxygen, and spark.

The club provides the fuel (friends and camaraderie) and oxygen (activities), but it's you and your participation that provides the spark.

Call Captain's Corner

<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>
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

From the Running Board

April 2, 2014 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 6:35 pm at The Holiday Inn on Military Highway. Directors present were Wes Neal, President, Jim Villers, Vice President, Melanie Kordis, Secretary, Lawrence, Tim Russell, and Past President Bob Stein. Board members present were, Skip Panode. Also present were Dick Chipchak, Neil Sugermeyer, and Ken Talley.

A motion was made and passed to e-mail board meeting minutes to the Board for approval so that current approved minutes would be available in the Mud Flap.

Treasurer's report was read by Kit Lawrence. Final report of the Swap meet read. Discussion on no shows for dinner meetings and subsequent cost to club. Proposal was made to subtract 5% from reservations to cover no shows.

COMMITTEE REPORTS

Marketing/PR: no report.

Youth Chapter:

Bob Parish to coordinate autos at the TCC Chesapeake campus during the play; The Water Engine on Sunday, April 6th.

TCC event on Thursday, April 17 on the Virginia Beach campus. TCC event on Wednesday, April 30 on the Chesapeake campus. Both events will provide an opportunity to bring classic cars. An activities table will be set up with AACA literature and student membership forms.

Members are invited to bring their cars and talk to the students. Point of contact is Melanie Kordis. Student members will be invited to the Square Car event; either to drive their own cars or ride with a member

Communications:

No report

Activities:

Activities Committee Report and discussion of activities for 2014, lead by Dick Chipchak.

New Bern trip rescheduled. Will be the Fall tour, November 7-9, 2014

More interest in one day events, please send suggestions to Activities Committee. Suggestion of a progressive member garage tour.

Ice cream social in July will be a joint activity with Historic Virginia Peninsula Region.

Square car tour will be Sunday, May 4. Starting point with is at the McAlpine's in Suffolk.

Restaurants/dinner meetings

Report submitted electronically by Marion McAlpine.

May dinner meeting will be at the Holiday Inn.

December party, Sunday December 7th at the Norfolk Yacht Club for brunch. Time to be announced.

Society:

Report by Jim Villers. 2014 Roster will be finalized and e-mailed

No sunshine report

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OLD BUSINESS

Kit Lawrence will make a list of who has paid for ODMA/Richmond registration.

NEW BUSINESS

Club property manager, Ken Talley, requested 3 8 foot tables to replace older tables for the club. Motion was made and carried.

MEET ACTIVITY

Committee forming for 2014 Wings & Wheels. Volunteers needed. Contact Tony Scarpelli, chairman.

2015 AACA Spring meet. Motion was made and carried to establish a separate account for seed money. John Gancel, treasurer of the meet, will monitor the account. Additional requests/issues will be brought to the board by the meet committee to be addressed. Linda Pellerin, meet chairman.

There being no further business, the meeting was adjourned at 7:32PM

Respectfully submitted,

Melanie Kordis, Secretary

May Dinner Meeting

The May dinner meeting will be held at the Holiday Inn on May 15th. Our guest speaker will be Mark McAlpine who will be giving a presentation on one of the many automobile museums he and Marion have visited.

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

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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/



Still Collecting Stuff

Plenty of Time for Collecting (According to MY calendar, anyway)

By Terry Bond

And, that's the subject of this month's article on collecting stuff!

When I mention I collect calendars, everyone thinks it means modern calendars with pictures of someone's old car on it. Not true. In keeping with my efforts to gather objects "of the era" the calendar collection actually consists of antique calendars that are related to the automobile.



In the early 1900s, calendars were how people kept track of things. Long before spreadsheets, smart phones and email reminders, people really did have calendars they hung on the wall, then marked up with important reminders.

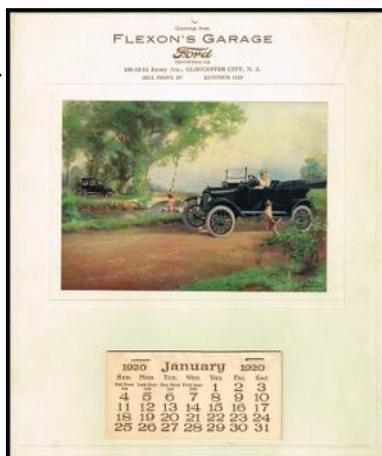
That creates a problem for collectors, because once that year was over, they were of no use, except for perhaps the pretty pictures on them. Even in those cases, the pictures were cut off to be framed, pasted into scrap books, or stuck on the wall with thumbtacks. The rest of the calendar met its annual demise accordingly. Finding intact unused examples is very difficult.

At some point, an enterprising individual decided a giveaway calendar was a neat advertising tool. Thus we find blotters, postcards, and pocket calendars advertising garages, auto dealers and other businesses using images of cars (or pretty ladies driving them) to promote their business.

These are most commonly found as postcards. Most show the entire year but the one pictured above has a small tear-off-the-month calendar attached.

Imagine trying to send that through the mail today!

Most difficult to find are those given away by



early auto dealers. When the new models (and the new year) came in, the old ones were destroyed. No need to keep a picture of last year's car!

The rarest in my collection is this early 1900s calendar with children driving a car. It's heavily embossed and delicately die-cut. It's from 1904 and I'm guessing may be one of a kind. It's amazing it survived all those years in perfect condition.

Calendars related to cars also appeared on plates - but we'll talk more about plates in a future column.

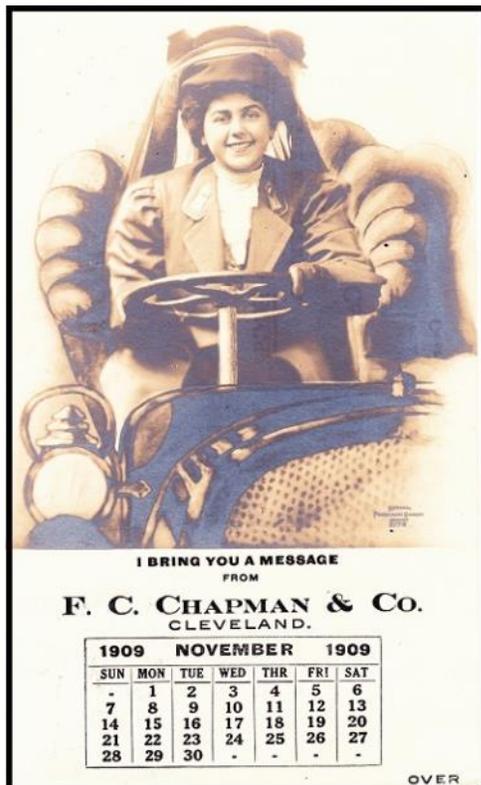
Sometimes it's possible to find calendar prints by themselves. These were the pictures that came from early calendars. If they were framed for preservation after the calendar was tossed out, they make wonderful wall-hangers. Several years ago an antique dealer in Pennsylvania cleared out the contents of an old print shop and



discovered hundreds of samples, proofs, and motoring images meant to attach to calendars. I've got a few, but my preference is still to find the calendar and picture together.

Values range from a few dollars for some postcard versions, to the \$30-50 range for blotter type advertising specific car makes. Some dealer calendars can command prices in the hundreds. My 1904 children's calendar I consider priceless.

Enjoy the pictures and remember, when



collecting, time is on your side, and take time to enjoy the fruits of your treasure hunt!

Next time we'll take a look at postcards. It can be so much fun reading other peoples mail!

Terry Bond

Good Times and Bad Ideas - Axle Repairs

By Rick Overbaugh

Terry McGean remembers some of the bad ideas and poor choices he made as a kid trying to keep his Chevelle on the road in the article Good Times and Bad Ideas (Hemmings Muscle Machines, November 2012). I decided to try and capture the following story of youthful and colossal bad judgment.

Sometime around 1982 I drove my 1966 GTO about 200 miles from Morgantown, WV to my buddy Bob's place in Washington DC. Just about the time I arrived at his place the right, outer rear axle control arm tore completely off the rotten frame. I managed to crab the car into the parking lot and Bob loaned me his car to go back to Morgantown and figure out what to do.

I had painted the car and installed the good 400 CI engine from my ruined 1973 Grand Prix so the car was running well and looked decent. I therefore did not even consider junking it. After a week or so of cogitation I figured out what to do, gathered my supplies and headed back to DC ready for a parking lot repair job.

The key part of my "repair kit" was a length of stout chain. Bob and I hooked one end into a solid hole in the side rail of the frame a few feet forward of the rear axle, then ran it backwards and bolted it loosely to the bottom of the axle at the same point the control arm is connected, and on to the back of the car where we bolted it to one of the rear bumper mounts.

Most importantly, we added a couple of hefty turnbuckles fore and aft of the axle to tension the chain in order to achieve reasonable alignment yet with enough play for the suspension to function without over-straining the chain. After experimentation we were confident the car was drivable and would hold together. I headed home Sunday morning.

The rig seemed to be fine; I could accelerate and brake with very little crabbing and the suspension was dealing with the expansion joints and pot holes quite well. After about 30 confidence-building miles the brakes suddenly went away completely (Pontiac was still using single cylinder brake master cylinders). Oh NO!

I was still on the DC Beltway but being cool, calm, and collected I slowed and coasted off at the next exit which fortunately was somewhat uphill. I rolled up to the stop sign and stepped on the emergency brake for the final stop but the pedal went right to the floor. Oh NO again!

We hadn't checked the emergency brake which now would not work because the chain allowed enough play that the brake cable pulled the whole axle assembly forward just enough that the brakes wouldn't actuate. Fortunately, I was going very slowly at that point and there was virtually no traffic early that Sunday morning so I was able to roll on around the corner and into a parking lot.

While I was under the car looking at brake fluid dripping out of a rusty brake line a Man in Blue stopped to check out the situation. I told him I had blown a brake line and would go across the street to the service station to get it fixed at which point he spotted the chain and looked under the car.

I managed to convince him all was well and he just shook his head and went on his way. So did I because even though I had some tools with me, I figured I probably couldn't fix the brakes and bleed them in the parking lot and had no money for

a service call. I also had to be at work on Monday morning so I decided I could make the trip anyway if I was very careful. So I headed on down the road with a truly "live" axle, no brakes and no emergency brake!

The road from DC to Morgantown includes the Appalachian mountains, including a long winding mostly two-lane climb over the Continental Divide near Cumberland Maryland (this was before the interstate straightened and flattened that part somewhat) but I figured I could leave a lot of room ahead of me, go slowly and gear down enough to be OK. I also figured if worst came to worst, I could shift the two-speed into park if that's what it took to avoid hitting something.

I knew that would be OK because a couple years earlier, also while coming down the western side of those mountains on the same road at about 60 MPH, my girl who was snuggled up next to me managed to shift my 1966 Tempest into park. BAM! Engine quit and the car skidded to a halt.

I was amazed when the engine started again and completely stunned when I put it into drive and it engaged normally and shifted correctly. Unbelievably, I never had a problem with the transmission or engine after that. Those two speeds are TOUGH.

Returning to my story, I did end up shifting into park twice at very low speeds to stop but I got the car home without incident. I welded the frame and drove that GTO for a couple more years and never had any trouble with it nor did the next owner. Fortunately there are no photographs of that amazing display of stupidity and colossally bad judgment.

Rick Overbaugh
Chesapeake, VA

P.S., I still have the '66 GTO convertible I bought about the same time. I flat towed that car through the mountains from Lewisburg, WV to Morgantown with the '73 Grand Prix that donated its engine to the hardtop. Another story for another time.

Welcome to Our New Members:

Roger & Kerry Grant
Norfolk, VA

Eight vehicles including:

- 1924 (?) Buick
- 1945 Willys Overland
- 1968 Nissan Fairlady 1600

Kenny & Charlene Roach (Renewed)
Chesapeake, VA

- 1915 Saxton Roadster
- 1918 Oakland 34B Roadster
- 1918 Oakland 34B Touring

Many members of the TRAACA are seasoned veterans at preparing and taking their vehicles to be judged at an AACA national meet—the Senior and Grand National award tabs on the front of many members' vehicles is testimony to this. This article is aimed at less-experienced members. By relating our experience taking our 1970 Chevrolet Chevelle to be judged, we hope to convince other members that this is not as daunting a task as it may seem and to encourage them to take their vehicles to a national meet. Not only is it fun, but it's gratifying to see your vehicle (and efforts) be recognized with an award. And the bottom line up front: if we can do it, so can you.

Our story actually began last year (2013) when we took our Chevelle to the AACA Southeastern Spring Meet in Charlotte to have it judged for the first time. We were extremely happy when it received its First Junior Award. We knew we wanted to try for its Senior Award, so after the meet we followed the AACA guidelines and contacted the AACA Vice President for



Class Judging, Hulon McCraw, to request whatever feedback he could provide on our car so we could address its problem areas before having it judged again.

Per the AACA rules, Hulon could not provide us any specifics, but he told us it didn't have any major problem areas and it should be ready for Senior Award judging. Of course like all AACA members with classic vehicles, we know our Chevelle well and already knew some areas we wanted to address before having it judged again, so we developed a prioritized list of the projects we wanted to accomplish over the coming year.

Note: Here's one of the early decisions you have to make once you decide to have your vehicle judged: which meet do you want to take it to? Per AACA

rules, once your vehicle has earned its First Junior Award, it is eligible to be considered for its Senior Award at the next national meet. (Only Grand Nationals require you to wait until the next calendar year.)

For variety of reason—mostly convenience—we decided we wanted to take the Chevelle to the 2014 Southeastern

Patience and Polish

How We Got an AACA National Award and Lived

By Mark McAlpine (Photos by Mark McAlpine)



CHARLOTTE BOUND - Linda and Bill Treadwell, Marion and Mark McAlpine, Neil Sugermeyer and Terry Bond found the same Hardees for coffee on the way to Charlotte.

Spring Meet in Charlotte to try to earn its Senior Award. Over the coming year, we knocked out most of these projects—big and small—to try to avoid losing some points. (Some of the smaller projects including sending off the rearview mirror to have the deglazed mirror glass replaced with original-style day/night prism glass, replacing a piece of dinged-up drip rail molding with an original piece in better condition and having it polished, and having the stainless windshield cowl molding polished to remove some major scratches in one corner.)

Major projects included having the corners of the vinyl top re-glued down and removing the rear window to replace some molding pins and insert missing spacers and anti-squeak tabs. Okay—the last one wasn't supposed to be a major project—it started off as having a piece of window trim molding, that we thought was not seated on a clip or had a broken clip, reinstalled properly.

Marion and I pulled also pulled out the interior to replace the carpeting and install sound deadening material and replace the rear speaker wire harness. Our sincere thanks to Donnie Allred at Charlie Daniels Performance for his great work on the vinyl top, rear window and stainless trim!)

Did you notice that 2013 went by faster than normal years?



FREE LABOR—Bob Stein attacks the bumper trim strip on the Chevelle Friday night.

The next thing we knew we were two weeks out from the 2014 Charlotte Meet and still hadn't replaced the carpet. In an act of questionable judgment, we pulled out the seats, front console, old carpet, padding and sound deadening material. Installing the new sound deadening material and speaker harness was fairly easy—especially once we realized we could use the reproduction original-style sound deadener pieces as templates for the new Dynamat Extreme material.

Installing the new carpet was a different story. For many of you, installing new a new carpet is not a big deal. However, this was the first time for Marion and me. Lining it up wasn't difficult, but making the first cut was almost traumatic—in our minds, one mistake could ruin the whole thing. Fortunately, our friend and fellow TRAACA member John Heimerl came over the Saturday before Charlotte to help get us started. He helped position the carpet, made the first critical cuts, and left us with some key advice. After John's help we were off and running.

We finished cutting and installing the carpet, installed a new trunk divider panel and insulation, new water shields and door panels in the back seat, and reinstalled the front bucket seats, rear seats, seat belts and center console. (I say “we”, but



WHO LET THESE GUYS IN?? - TRAACA Members got a taste of the high life in the Speedway Club restaurant..

Marion did most of the work on the carpet and sound deadening material, plus cleaning.) To show you how close we pushed the time limit, Marion was trimming the carpet along the door sills and installing the door sill plates on Wednesday before we loaded the car into the trailer for the trip to Charlotte the next day.

Our Chevelle is not a “trailer queen”—we enjoy driving it—but we chose to trailer it to Charlotte to prevent it from getting damaged on the road, allow us to store it in the trailer overnight, and give us the flexibility to have the storage space, comfort, convenience, and room for Heidi, the spoiled German Shepherd, provided by our truck. (Thanks to Neil & Marty Sugermeyer for allowing us to borrow their trailer!) This was only the second time we trailed the Chevelle in the nine years we've owned it, so our friend (and TRAACA member) Charlie Daniels came over Wednesday evening to ensure we had it strapped down correctly.

After a few adjustments, we were ready. Just as we did last year, we convoyed to Charlotte with our friends and fellow TRAACA members Bill and Linda Treadwell who borrowed a trailer (from yet another friend and club member, Sam Kern) and took their 1969 Chevrolet Camaro convertible to try for its Senior Award. The weather and traffic cooperated, and we had a pleasant, leisurely six-hour drive to Charlotte, dropping off



JUDGES BREAKFAST—Mark and Marion McAlpine with VP of Class Judging Herb Oaks.

the trailers at the Charlotte Motor Speedway's trailer parking area at Morehead Farms and checking into our hotel by 3:00pm.

On Friday morning we explored the Charlotte Auto Fair (being held concurrently with the AACA Meet) at the speedway, and then attended judging school in the afternoon. We knew time would be limited before judging began the next morning, so we and the Treadwells went to the trailers to begin cleaning our cars.

We lost some time (another tip: remember not to leave your trailer keys in the hotel room), but quickly made up for it when Bob Stein showed up and helped clean the Chevelle before the five of us joined Charlie Daniels and five others (TRAACA members Terry Bond, Sam Kern, Neil Sugermeyer, and Jim Villers, and Jim's friend Brad Bradley) for dinner at the Charlotte Motor Speedway's members-only Speedway Club.

Saturday was a blur. Marion and I are both AACA judges, and the mandatory Judges' Breakfast was at 7:30 am. We un-

loaded the Chevelle from the trailer and drove it onto the show field in time to make the breakfast. (It was great to see the AACA's new President, Micky Bohne, handing out the dash plaques at the check-in station.) The Judges' Breakfast ended around 9:00 am, followed by Continuing Judges' Education (CJE) classes until about 10:00 am, which didn't leave much time before judging began at 11:00.

Normally, we would take one of the CJE classes. Also, Marion had been asked to give a CJE class on Basic Engine Judging for Beginners and I'd been asked to begin giving one on chassis judging. Now for many of the more experienced TRAACA members attending the judges' breakfast, presenting or attending a CJE class and doing the last minute cleaning and preparation of your vehicle to ensure it's ready for judging may not be a problem, but we thought it was a little too stressful and decided not to teach or attend a CJE class at this meet to give us time to go prep the Chevelle before judging began.

Just to make the day a little more exciting, we arrived at the Chevelle to see that at least two of the other cars in our class going for their Senior Awards looked pristine. Oh-oh. We all know that it takes a minimum of 375 points (out of 400) to earn a Senior Award, but you also have to be within 10 points of the highest scoring vehicle in the class. This might be a problem.

We also found the Chevelle's right rear tire flat. (Apparently, it was punctured by something as we drove onto the show field.) Of course our spare tire was in good shape—it's judged, too—but we didn't want to use the bumper jack to change the tire and didn't have time to go to the trailer to retrieve the floor jack. Additionally, we were concerned that we would lose points for having an "unserviceable" tire, whether on the car or in the trunk. (Five points is a significant hit.) Fortunately, AACA rules state that damage sustained to a vehicle en route to a meet will not be judged.

We spoke with the Meet Chairman, who told us to not worry about the tire—to take care of it after judging—and assured us it would not be held against the car. With a sigh of relief, we finished cleaning the car (with some more help by Bob Stein—he does great work and should be a professional detailer), left a note with our contact info in case the team judging our car had any questions, and joined our assigned judging teams.

Marion and I both finished judging our assigned categories by about 12:30 pm and were dismissed after our team captain turned in all the paperwork and gave us out judging chips about 1:00 pm. We returned to the Chevelle to change the flat tire (Bill Treadwell brought us a floor jack), then wolfed down some lunch and returned to our hotel room to take Heidi for a quick walk and clean up.

We returned to the meet just as the awards ceremony was beginning. We waited nervously for over an hour to find out the Chevelle's fate (it's in Category 36G, one of the last of the over 135 AACA class judging categories), and got to see a number of friends receive awards for their cars. I admit I was daydreaming when I was startled to hear our names called—the Chevelle received its Senior! That definitely made the picnic banquet following the awards ceremony that much more fun.

The Treadwells and we convoyed back to Tidewater on Sunday. We got to experience our second flat tire of the trip when our car trailer blew a tire on I-85. Fortunately, the trailer has tandem axles, so there was no problem maintaining control and pulling off the highway. Also Neil Sugermeyer has a tire changing ramp in the trailer, so we only had to drive the good tire on that side up on the ramp to change the blown tire. People driving by must have been impressed by our NASCAR pit



SENIOR AWARD—Mark McAlpine with his AACA Senior award at the Charlotte ceremony.

crew-like efficiency—between the tire ramp and my cordless impact wrench, we changed the tire and were back on the road in about 15 minutes. A few hours later, we were home.

Taking your vehicle to be judged at a national meet is a completely different experience from going to judge, hit the swap meet, or view the vehicles on the show field. The Spring Meet at Charlotte is always fun, but this year's was even more exciting and a bit more stressful than usual. However, the stress was mainly self-induced.

As many friends have told us, if you put the work into your car ahead of time to prepare it for judging, the actual preparation required at the meet is minor—mainly final cleaning. We hope that relating our experience with taking our car to the Charlotte Meet will encourage members who have been considering taking their vehicle to a meet to be judged to stop thinking about it and actually do it.

If we can do it, so can you—especially with the help of friends before and at the meet. (Our thanks to everyone who has provided us advice and help over the years with our Chevelle!)

May 18th Track Time at RIR!

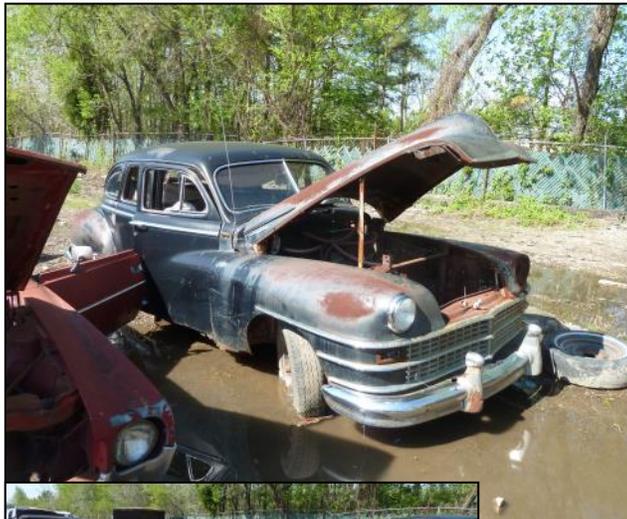
If you are going to the Old Dominion Meet and don't mind staying over an extra day, the Richmond International Raceway is open on Sunday May 18, 2014, for the public to drive laps around the track. You can drive 5 laps for \$20. 10 cars are in each group following the pace car. If anyone wishes to participate, you will need to register on the RIR website at <http://www.rir.com/About-The-Track/Richmond-International-Raceway-Cares/Track-Laps.aspx>. (This is totally separate from the ODMA meet)

Virtual Junkyard Tour

Always Used Auto Parts
Chesapeake, VA

Story and photos by Bob Stein

With the rapid turnover most salvage yards have, it's rare to find even one car more than 20 years old. However, on a scouting trip to find parts for my 1987 Jaguar (and I found them) I discovered that Always Used Auto parts still has a great selection of vintage iron. There are quite a few 1965-67 Thunderbirds, a late 1940's Chrysler, a 1960 Buick Invicta station wagon, the remains of a Jeep station wagon, a late 1960s Oldsmobile Cutlass, 1968 Chevrolet, and many others. Not to mention a Jaguar XJS that the yard didn't even know it had! Nice to find so many old car parts in our own backyard.



TRAACA at Charlotte!

Story by Mark McAlpine. Photos by Bob Stein, Bill Treadwell, and Mark McAlpine

Other than the Eastern Fall Meet in Hershey, Pennsylvania, the Southeastern Spring Meet in Charlotte, North Carolina, is probably the most popular AACA national meet for TRAACA members, and this year was no different. At least thirty-five TRAACA members traveled to Charlotte to participate in the meet, scour the flea market and car corral of the Charlotte Auto Fair (which is held in conjunction with the meet), and get together with friends from outside the region.

TRAACA members supported the meet by judging, working



SITTING BOARDS? - Ken Talley's grandsons take a break on the running board of grandpa's 1929 Buick Master.

administration, and teaching Continuing Judges Education (CJE) classes:

- Terry Bond taught a CJE on Brass Cars and also judged; Bill Coburn judged; Peter Catanese judged and Claire Catanese worked Administration. (They probably get the TRAACA's "longest distance award" for the meet, having traveled from Alabama to attend the meet.); Kathy Kellam judged; Sam Kern apprentice judged; Jeff Locke taught a CJE on Classics and judged; Mark & Marion McAlpine both judged; Dick McIninch judged; Bob Parrish did National Awards and Dot Parrish worked Admin; Bob Roughton judged; Tony Scarpelli judged; Bob Stein judged; Neil Sugermeyer judged; and Bill Treadwell judged.

A number of TRAACA members brought their vehicles to be judged and went home happy:

Jim & Donna Elliott's 1903 Cadillac Rear Entrance Tonneau received its 1st Junior Award and their 1966 Corvair received its Repeat Preservation Award.

Jeff Locke's 1977 Demm Smiley moped received its Repeat Preservation Award and his 1964 Solex moped received its Original HPOF Certification.

Mark & Marion McAlpine's 1970 Chevrolet Chevelle Super Sport received its Senior Award.

Ken & Barbara Talley's 1929 Buick Master 4-door Sedan received its Preservation Award.

Bill Thumel's 1967 Corvette received its Senior Award;

Bill & Linda Treadwell's 1969 Camaro convertible received its Senior Award.



ROOM WITH A VIEW - Sam Kern was one of several TRAACA folks who had dinner at the members-only Speedway Club restaurant on Friday night—you can see the whole track!

Jim Villers' 1967 Porsche 911 received its 1st Junior Award.

Other TRAACA members came to check out the vehicles at the meet, car corral or collector vehicle auction, prowl the flea market to score deals from one or more of the over 10,000 vendors (I didn't count), hit some of the nearby shopping or antique shops, or just enjoy the camaraderie of good friends. (I apologize if I overlooked anyone.)

You'll have to ask them what they bought or sold—each has a great story or "find" to tell: - Dan Ciccone; Tom & Tammy Cox (who, after Tom relinquished the presidency of the AACA in February, got to enjoy a meet instead of working it all weekend); Charlie Daniels; Tyler Gimbert; Sam Kern; Frank Laguna; Ron Pack; Sylvia Roughton; Leslie Scarpelli; Ken & Barbara Talley's son Craig & grandchildren; and Rad & Margie Tillet.



JUDGING TIME - Bob Roughton at the Charlotte Judge's Breakfast, ready to head out to the field.



POLISHED PORSCHE - Jim Villers' 1967 Porsche 911 received a well-deserved First Junior award.

A highlight of the weekend for some members was eating dinner Friday night in the Charlotte Motor Speedway's, members-only, "Speedway Club." Fellow TRAACA member Charlie Daniels offered to host whoever wanted to join him for dinner, and ten (Terry Bond, Sam Kern, Mark & Marion McAlpine, Bob Stein, Neil Sugermeyer, Bill & Linda Treadwell, Jim Villers and his friend Brad Brady--whose 1955 Mercedes-Benz 190SL received its 1st Junior Award) took him up on his offer.

The food was delicious, the view was great, and the fellowship



SENIOR CHEVY - Bill and Linda Treadwell's 1969 Camaro earned its AACA Senior Award.

of friends even better. (And here's a tip for those who go to the Charlotte meet next year: you don't have to be a member to eat lunch in the Speedway Club that weekend—it's a great option to the over-priced hot dogs, hamburgers, and barbecue on the speedway grounds.) Thank you very much, Charlie! We hope Chris can make it next year.

Kudos to the Hornets Nest Region for another great job hosting the Southeastern Spring Meet. The TRAACA is looking forward to returning next year!

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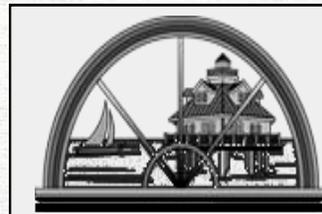
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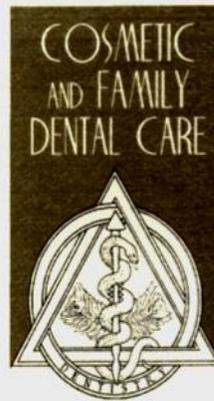
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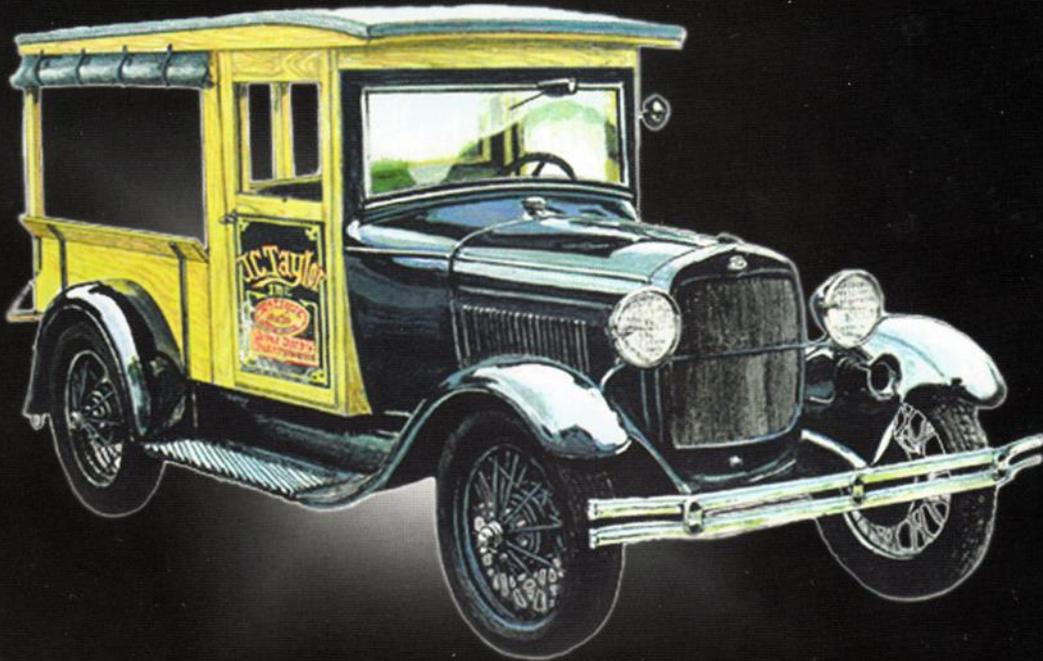
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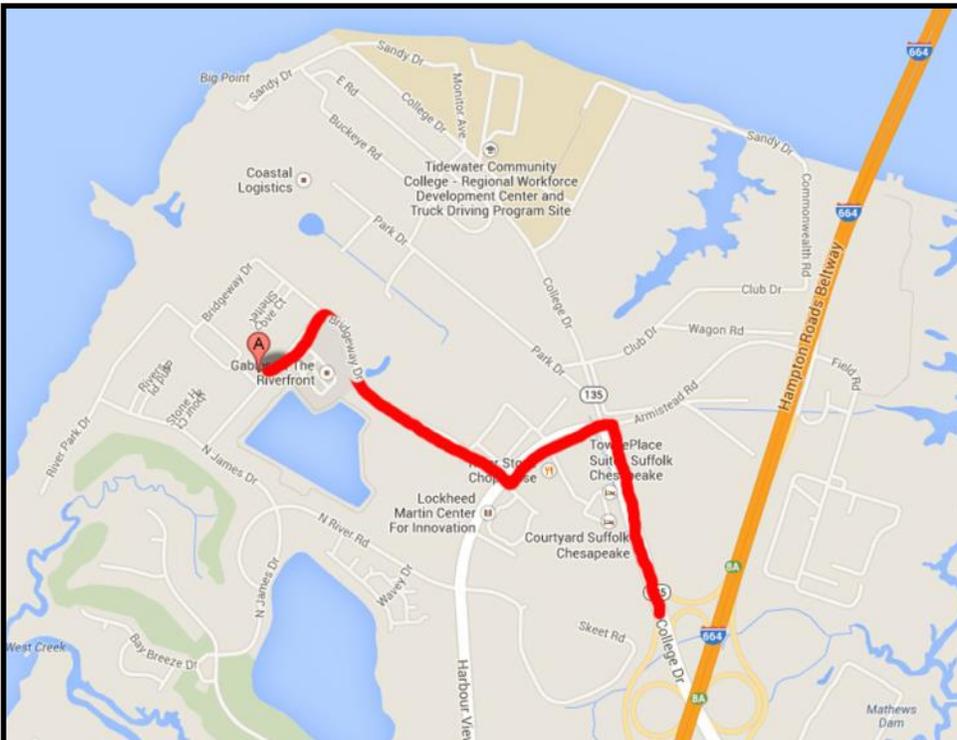
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