

The Mudflap

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

Volume 58, Issue 6

June 2014

Batter Up!

Norfolk Tides Game—Sat, 21 June!

Nothing says summer like hot dogs, baseball, and fireworks. You can eat what you want for dinner, but join your fellow TRAACA members as we travel to Harbor Park in Norfolk on Saturday, 21 June, to watch the Norfolk Tides take on the Indianapolis Indians. (It's also "Marine Corps Night" and there will be fireworks after the game.)

We are meeting at 4:30 PM for dinner at the Surf Rider West Restaurant at 723 Newtown Road, Norfolk, VA, 23502. (Their telephone number is 757-461-6488.) After dinner, we will drive to and park at the Norfolk Tide light rail "Newtown

Station" and ride the Tide light rail train to Harbor Park. We'll meet the TRAACA Activities Committee at the main gate to the stadium to get our pre-purchased tickets. The game starts at 7:05 PM. After the game and fireworks, we will ride the Tide light rail back to the Newtown Station parking lot.

If you plan to attend, please contact Dick Chipchak *now* at (757) 495-0115 or e-mail him at dchipchak@aol.com to reserve your tickets. Please contact Dick as soon as possible so we can get an accurate head count, the best seats available, and discount group pricing.



CAUGHT IN THE HEADLIGHTS—Matt and Vickie Doscher in front of Matt's restored 1965 Ford Mustang. Read the story on page 5.



TRAACA CALENDAR

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

June

- 4 TRAACA Board Meeting - 6:30 PM (Wednesday)
Holiday Inn Norfolk Airport
- 11 First Meeting of TCC Chapter, 4:30-6:00 PM
TCC Reg'l Auto Center
- 19 TRAACA Dinner Meeting 6:00 PM Social Hour
7:00 PM Dinner
Holiday Inn Norfolk Airport
- 21 Evening Tides Baseball Game 7:05 PM (Dinner before game at Surf Rider West Restaurant—4:30 PM)

July

- 1 TRAACA Board Meeting - 6:30 PM (Tuesday)
Holiday Inn Norfolk Airport
- 12 Ice Cream Social & Cruise-In at TCC Chesapeake
- 26 Tour of Jim Elliott's garage Scavenger Hunt / Barbecue

August

- 6 TRAACA Board Meeting - 6:30 PM (Wednesday)
Holiday Inn Norfolk Airport
- 23 Garage Tours (Details to be provided.)
- 19 TRAACA Dinner Meeting
Holiday Inn Norfolk Airport

From the Driver's Seat

Wes Neal
TRAACA President



Summer's coming like a car from down the highway."
— Sherman Alexie

As this year's Spring entertained us with a Blast, a Tour, and a Meet, our Summer promises us Baseball, a Great Race, Ice Cream, and a Garage Tour. All of these TRAACA events will allow you to bring, show, and enjoy your antique vehicles with all of us. What a wonderful time of the year to enjoy and share this hobby.

TRAACA members have been very active:

The Old Dominion Meet (as mentioned in this month's *Mudflap* and website) showed the significant contribution and attendance of TRAACA to this year's Richmond Meet, with our return from the meet with the **Old Dominion Trophy**. Thanks to all, and congratulations to all of our club's winners at this year's event.

Our **Tidwater Community College (TCC) Classic Car Club (TCCCCC)** chapter is growing each month. Each TCC campus hosted an outing that allowed TRAACA and TCCCCC to promote our hobby and the

social aspects of our club with a strong focus on the youth. We will plan a joint Region and Chapter event soon at one of the TCC locations for us all to enjoy together.

For our **Dinner** this month on June 19th we are back at the Holiday Inn - Norfolk Airport, but we are planning something a little different in July to take advantage of the summer's longer daylight, involving both the Chapter and Region, with the hope to get out more members and their antique vehicles. Our club's committees for Dinners and Activities are working together on the details. So stay tune for the announcement in our *Mud Speck*, *Mudflap*, website, and telephone call tree communications.

In this month's *Mudflap* you may have noticed some slight changes and additions, but one **BIG** change is Mark McAlpine is now our new Master Editor of our monthly newsletter with the June issue being his first. Many... many thanks to Bob Stein for his focus, efforts and attention on the *Mudflap* for the past 1½ years. As Bob steps away from the *Mudflap*, he will still continue to manage our website and weekly *Mud Speck* e-mail announcements. As with Bob, Mark can also use your help on this important club monthly newsletter with your Contributions, Pictures, and Stories. Please reach out to Mark with your support.

I look forward to seeing each of you at this summer's club events. Till then—**Drive Safe**.

Wes Neal

2014 TRAACA Officers & Board

President - Wes Neal: wes.neal@cox.net

Vice President - Jim Villers: 190sljim@cox.net

Secretary - Melanie Kordis

Treasurer - Chris (Kit) Lawrence

Board - Tyler Gimbert

Board - Marion McAlpine

Board - Skip Patnode

Board - Tim Russell

President Emeritus - Bob Stein

Visit us on the Internet at:

local.aaca.org/tidewater!

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

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Call Captain's Corner

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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
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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

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From the Running Board

May 6, 2014 TRAACA Board Meeting Minutes

The TRAACA board meeting was called to order at 6:35 PM. Board members present: Jim Villers Kit Lawrence, Tim Russell, Tyler Gimbert, M. McAlpine.

The treasurer's report was distributed by e-mail and approved.

Youth Chapter: Bob Parish discussed progress of the youth chapter at Tidewater Community College (TCC); 18 members have joined thus far. The next event will be at the Chesapeake campus on May 21 at 5:00 PM and then later that evening at the TCC Chesapeake Auto Center.

Mudflap: Mark McAlpine, the new editor of the "Mudflap" discussed his progress at soliciting new material for the newsletter and talked about his plans for his first edition. The board will research and resolve advertising invoicing and payment issues.

Activities: Tim Russell stated that the Activities Committee will meet tomorrow evening to finalize a number of club events: June 21—Tides Game; July 26—Ice Cream Social; October 25—Chili Cook-Off; Nov 7-9—Fall Tour. The committee is also discussing several other activity ideas.

Restaurant Report: Larry Printz will be the speaker at the May 15 dinner meeting. With Larry leaving the Virginia Pilot, he will now be able to become a member of TRAACA. The board agreed by consensus to award Larry Printz a one-year free TRAACA membership. Bob Parrish will provide Larry a one-year free AACA membership.

It is the policy of the board that all members will be welcome to all dinner meetings. Members on occasion have been told that they could not attend a meeting because they had not made reservations in time. Reservations are needed to properly plan for each dinner meet-

DEATH OF PAST AACA PRESIDENT DAVID L. ZIMMERMAN

It is with deep regret that we announce the death of past AACA President (2005) David L. Zimmerman on Wednesday, May 28th. Dave was a great guy and a good friend of the TRAACA. Our sincere condolences go out to Dave's wife Brenda and his family.

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ing and members who make reservations are committed to attend or pay for the meal if the club is charged for the meal. The club will welcome every member at all dinner meetings.

Old Business: None

New Business: The club received a donation solicitation from the AACA Museum to add a brick to the Tucker Brick Memorial Garden. Kit Lawrence moved that the club donate \$250 to the museum and have the club name and logo inscribed on the brick. Mark McAlpine seconded the motion and it was unanimously passed.

Bob Parrish asked that the club provide a letter to AACA officially disbanding the Nuts & Bolts Chapter. VP Jim Villers will prepare a letter for the President's signature.

Meet Activity:

- 2015 AACA Eastern Spring Meet: the meet checking account was established at Towne Bank.
- ODMA: 115 cars registered.

The board meeting was adjourned at 7:07 PM.

Respectfully submitted by
Jim Villers
TRAACA VP

JUNE DINNER MEETING

The June dinner meeting is at the Holiday Inn—Norfolk Airport on Thursday, June 19th. Mark McAlpine is our guest speaker and will be giving a presentation on the Auburn Cord Duesenberg Museum. Social hour begins at 6:00 PM; dinner begins at 7:00 PM. Bon appetit!

Holiday Inn—Norfolk Airport
1570 N Military Hwy, Norfolk, VA 23502

Tidewater Community College Classic Car Club (TRAACA's new Chapter)

Story and photos by Tyler Gimbert.

First, I would like to thank everyone who helped participate in the Tidewater Community College (TCC) Student Chapter recruitment program on Wednesday, May 21st.

Our day began with an outstanding display of fine antique automobiles



TRAACA cars in front of TCC Student Center

ranging from a square Ford Model T to a curvy Chevrolet Corvette. TRAACA members who participated in the event included: Tyler Gimbert & Dan Ciccone (1924 Ford Model T), Dewey Milligan (1930 Ford Model A), Sue Bond (1948 MG TC), Neil Sugermeyer (1965 Rambler Classic 770 convertible), Bill

& Linda Treadwell (1969 Chevy Camaro convertible), Mickey & Toni McChesney (1965 Chevrolet Impala Super Sport convertible), Richard Hall (1973 MGB GT), Viator Trudeau (1974 Cadillac Eldorado convertible), Scott Davies (1972 Chevrolet Corvette), Bob & Dot Parrish (1978 Chevrolet Corvette), Skip Patnode (1967 Alfa Romeo Duetto), Mark & Marion McAlpine, Wes Neal, and Melanie Kordis.

The TRAACA members gathered in front of the new Student Center at TCC's Chesapeake Campus with the idea of teaching a younger generation a thing or two about antique automobiles. We successfully recruited three new students to the chapter that morning. Afterward, the group went to Carrabba's Italian Grill for a much needed lunch. We socialized until about 4:30



TRAACA cars at TCC Regional Auto Center

PM, and then headed over to TCC's new Regional Automotive Center (RAC) for a tour of the facility. As we gazed upon their latest gadgets, the students got to see what our club was all about: antique cars!! Following the tour, both members and students gathered for soda and pizza, and shared their latest projects and interests.



Scott Davies' Corvette & Sue Bond's MG

By the end of the day, we had a total of eleven students signed up, which gives us a grand total of 30 students in the TCC Classic Car Club. Our recruitment day turned out to be a great success and I look forward to more.

NOTE: The first meeting of the TCC Chapter is on Wednesday, June 11th, 4:30-6:00 PM at the TCC RAC.



AACA Calendar of Events

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

June 2014

12-14 **Grand National/Southeast Fall Dual Meet**
Lebanon, TN

15-21 **Reliability Tour**
Lancaster, PA

26-28 **Central Spring Meet**
Lincoln, NE

July 2014

31- **Central Fall Meet**
1 Aug **Oconomowoc, WI**

September 2014

8-12 **Sentimental Tour**
ME / NH / MA

18-20 **Western Fall Meet**
Big Sky, MT

21-26 **Glidden Tour**
Defiance, OH

October 2014

8-11 **Eastern Fall Meet**
Hershey, PA

20-24 **Founders Tour**
NJ

February 2015

12-14 **AACA Annual Meeting**
Philadelphia, PA

March 2015

6-8 **AACA Winter Meet**
San Juan, Puerto Rico

26-28 **AACA Western Spring Meet & Grand National**
Tucson, AZ

April 2015

9-12 **AACA SE Spring Meet**
Charlotte, NC

30- **AACA Eastern Spring**
2 May **Meet, Virginia Beach, VA**

Caught in the Headlights—TRAACA Members & Their Cars

Matt Doscher's 1965 Ford Mustang Coupe

Story and photos by Matt Doscher



Matt Doscher and his 1965 Ford Mustang coupe in 1998

I purchased my Mustang on September 25, 1998, out of the Auto Trader used car magazine in Charleston, South Carolina. My father and I thought it would be neat to have an older car to enjoy working on together and to have fun driving it around. Prior to buying my Mustang I didn't know anything about them as far as what the VIN (vehicle identification number) meant, where to look for rust, problem areas to be aware of, and so on. All I knew at the time was that the Mustang looked good with its bright red paint and shiny chrome bumpers and wheels; it ran good; and it was advertised as an older restoration. Over the next several months my father and I replaced the fuel tank, tail lights, trunk matting, and various other components. I soon discovered that the driver's door had been replaced sometime in the car's past with a 1965 convertible door and that the door data plate was not switched from the original door to the replacement door. Because of this, a lot of my Mustang's vital information was lost and will never be known such as its scheduled build date, the District Sales Office where my Mustang was shipped to after assembly, and its original interior trim/color combination. After referencing the Mustang Production Guide Volume 1, 1964½–1966, by Jim Smart and Jim Haskell, and comparing my Mustang's VIN to others in the Guide, I can safely estimate that my Mustang was assembled on January 11, 1965, at Ford's Dearborn Assembly Plant in Dearborn, Michigan. My Mustang left the assembly line with a 289 cid V-8 engine with 2-barrel carburetor, automatic transmission, painted in

Vintage Burgundy, and—my best guess—a standard black vinyl interior. I have been able to trace my car's history back to 1982 when it was registered to an individual in Massachusetts. My Mustang underwent a full rotisserie restoration from September 2009–January 2011 by Legendary Motorcar Company in Ontario, Canada. It is now painted a period-correct Caspian Blue and has period-correct Palomino vinyl interior. I enjoy driving and showing my Mustang and talking with other owners at the various shows and cruise-ins in the local area. Some of my Mustang's most notable awards include: my first show trophy at the 1998 Fall Festival Car Show in Charleston, SC; Kid's Choice & Best Ford Memories in Motion Car Show 1999 Charleston, SC; Participant Award at the Mustang Club of America's 25th Anniversary Show Commerce, GA; Best Classic Ford Motor Company product at the 2011 Virginia Fall Classic; Best 1960s entry and Public Choice Award Monitor Lodge Car Show 2012; 3rd Place award at the Richmond Region AACA Car Show in June 2012; Best Paint, Best Interior, Youth Choice and Best in Show at the Monitor Lodge Car Show 2013; 2nd Place at the TRAACA Wings & Wheels show in September 2013; and Participant Award at the Mustang's 50th Birthday Celebration in Charlotte, NC, in April 2014. My ultimate goal now is to take the Mustang through AACA Class Judging to obtain its Senior Award and grille medallion!



Interior of Matt's 1965 Ford Mustang coupe

TRAACA Square Car Tour—May 4, 2014

By Bob Stein. Photos by Bob Stein and Mark McAlpine

Birds are singing, flowers are blooming, and GPS sales are up—all signs that once again, the time has come to get lost with Bill and Ken! Bill Wilcox and Ken Talley, that is, planners for this year's Annual Square Car Tour.

We made a major move from the previous events in Chesapeake, gathering this year at Mark and Marion McAlpine's home in Suffolk. Great weather encouraged strong participation, and we had 22 vehicles and more than 40 people show up to socialize and munch cookies, chips and salsa, and other goodies. The oldest car this year was Scott Davies and Holly Foresters' 1935 Chevrolet coupe, while the newest "antique" was Tyler Gimbert's 1988 Corvette, also carrying Tyler's mom Zida. (Note: Tyler drove the oldest car at last year's Square Car Tour—his 1924 Ford Model T).

Once everyone had filled up on goodies, it was time to get lost with Bill and Ken. After a couple of tours around the neighborhood, we were off. We worked our way out of Suffolk and were soon on country roads that were new to everyone but our leaders. (There is a rumor that a few of the roads were new even to them, but not everyone had directions to keep tabs.)

The first half of the tour was uneventful, but despite perfect weather we ended up at a pretty dismal location for our stop—the Dismal Swamp, actually—a place with a long gravel road so magical it turned some black cars white and left others almost spotless! The rest stop did have toilets, with "Latrine Queen" Barbara Talley maintaining order and doling out toilet paper and hand cleaner.

A fair number of the group took advantage of elevated trails which led into the swamp 3/4 of a mile. At the far end, hidden deep in the swamp, Melanie Kordis gave some yoga lessons to anyone willing to participate. Relieved and stretched, we continued on the second half of the tour, which led from Virginia into North Carolina, back into Virginia, back into North Carolina, back into Virginia, and finally to Doris and Rodger's Kitchen in Gates County, North Carolina.

As usual for our club, we started the event with food and ended it with food. Return was on your own, so we all bade farewell and hit the road for home. Many thanks to Ken, Bill, and the McAlpines for making this great event possible.

TRAACA participants in this year's Square Car Tour included Bob Stein in his 1937 Pontiac Deluxe 6, Bill Wilcox and Melanie Kordis in Bill's 1941 Lincoln Continental, Sue and Terry Bond in their 1948 MG TC, Wes Neal & Jim Villers in Wes's 1949 Jeepster, Frank Lagana & Dan Ciccone in Frank's 1950 Chevrolet 2-dr Deluxe, Dewey & Maxine Milligan and Wayne & Carol Milligan in Dewey's 1953 Ford, Tony & Leslie Scarpelli in their 1956 Chrysler New Yorker, Neil & Marty Sugermeier in their 1965 Rambler Classic 770 convertible, Matt & Vickie Doscher in their 1965 Mercury Comet convertible, Skip Patnode in his 1967 Alfa Romeo Duetto convertible, Tim & Rhonda Russell in their 1969 Chevrolet Chevelle Super Sport convertible, hosts Mark & Marion McAlpine in their 1970 Chevrolet Chevelle Super Sport, Ken & Barbara Talley in their 1970 Cadillac Eldorado convertible, Richard & Sandy

Hall in their 1973 MG MGB-GT, Viator Trudeau in his 1974 Cadillac Eldorado convertible, Bob & Dot Parrish in their 1978 Ford Thunderbird, Mickey & Toni McChesney in their 1984 Oldsmobile Delta 88, Robert & Mark Hiby in their 1985 Toyota Supra, and Bill Coburn in his 1985 Chevrolet Camaro.



TRAACA members rendezvousing at the McAlpine's house



Drivers attend the safety prebriefing



Sue Bond instructing some future TRAACA members



TRAACA President Wes Neal in the lead



TRAACA cars outside Doris & Roger's Kitchen Restaurant



Matt & Vickie Doscher in Vickie's 1965 Mercury Comet



TRAACA members refueling before heading home.



Pit stop in the Great Dismal Swamp, Virginia



TRAACA members recovering from mosquito attacks after hiking into the Great Dismal Swamp



Still Collecting Stuff Automotive Postcards (Reading other people's mail)

By Terry Bond

One day while wandering through an antique market in Edinburgh, Scotland, I accidentally discovered another collection. I was waiting for Sue to catch up with me and found I was standing in front of an antique postcard dealer's booth. Right there at my fingertips was a whole section of his inventory labeled Automobiles. I bought all of them!



Early motoring scene on artist postcard

The instant collection contained a variety of every type you could imagine. There were funny cards poking fun at early motoring and motorists; there were real photos of early cars. There were cards advertising

tires and automobiles themselves. There were even a few picture postcards of early garages.

I was hooked. Susan was pleased because they were cheap. It was a mix of American, British, French and German cards that had been the way people communicated in the early 1900s.

That was the era of my fascination with the automobile—the beginning, when the car was a novelty. Three thousand cards later I guess I have a serious collection—eight binders full and still finding more.

Deltiology is the official name for postcard collecting. While the postcard itself goes back to 1869, we'll concentrate on post-1898 examples, as that's about when we begin to see automobiles on them.



Early photo-type postcard of garage

In this country, until 1907 cards were called undivided back or UDB. There was no line down the back dividing address and message. That entire side was used to address them,

and it was actually illegal to write a message on that side. Messages were written on front of the card, right over any images or artwork on them. Later, some blank space was

included on the front for messages.

In 1902 England began allowing a divided back card (DB). In 1904 France began using them, then Germany in 1905. After 1907, the USA saw common use of divided back cards that included space on the back for a now-legal message. Real photo cards began to appear in about 1906, thanks to innovation from Eastman Kodak.

The era between 1907 and about 1915 is known as the Golden Age. Many of the finest cards come from this era and were printed in France and Germany. WWI however soon changed all that, and from the war years on, the lesser quality cards printed in England and the USA became



Early photo-type postcard of 1905 Buick

common. The hey-day of German and French postcard production with their boldly embossed artwork was over.

Production advances ushered in the Linen card era starting as early as 1930. High rag content in the cards gave a linen-like appearance to them.

Chrome, or, more technically, “photo-chrome” cards were actually first introduced by the Union Oil Company in 1939, for sale at their service stations. Thus, began the modern era of mainly “Souvenir” type cards that depicted motels, gas stations or tourist stops along the way. The postcard had graduated from a method of actually communicating to just a memento of one's visit on the road to somewhere.

While reading other people's mail can be interesting, it's the automobile image itself that strikes my fancy.

There are many categories. Advertising for early cars or products can be a theme, but be prepared to pay top dollar for early examples. You will also compete with collectors that specialize in car or product specific advertising—gas and oil company-related material for example.

I love early motoring humor postcards, and many of them are very historic indeed. You often find them issued in a series of six or more different cards, all showing the same cars & people in different humorous motoring-related situations. These were either done as cartoons or using real colored photos of cars.

Real photo cards are fascinating. If you got a new car, or were lucky enough to own one at all, you could take a photo of the whole family and have it reprinted as a postcard to send to friends and family flaunting your new toy.



Advertising postcard for 1911 Auburn

There are also street scenes showing cars, but unless the car is the main theme, they are less interesting to me. Both of these last two categories present an interesting challenge to collectors—identifying the vehicles!

Art-type cards are like miniature oil paintings. Pretty ladies in fancy cars are always going to command top prices, especially if the artwork bears the facsimile signature of a famous artist.

Fantasy and novelty cards are quite interesting, often showing the car as an allegorical image. You'll also find a number of holiday-themed cards showing Santa driving a car, the Easter bunny driving his egg-shaped car, or even Father Time driving in the new year.

Automobile factories, gas stations, even car-specific humor (e.g., jokes about the Model T Ford) offer endless collecting opportunities.

Cards of course were produced from larger “master” works of art. They can be miniature versions of car advertising posters and prints, or small versions of actual prints, lithographs and paintings depicting motoring scenes. I’ve been fortunate enough to have discovered some of the original artwork for cards in my collection, and the images being used in other forms as well.

Valued anywhere from a buck to hundreds of dollars for rare examples, postcard collecting opens a whole new world of possibilities. As always, condition is vital in determining value. Many e-mailed examples are still around,

Happy collecting, and enjoy the pictures.

Terry Bond



Early humor; circa 1904 German postcard



Early race advertising postcard



Valentine postcard



Santa driving on an early postcard



Card making fun of early motorists

Mustang 50th Anniversary Celebration

Story by Matt Doscher



Mustang 50th Anniversary Celebration at the Charlotte Motor Speedway (photo credit: CMS/Jonathan Coleman)

My wife Vickie and I drove our 1965 Ford Mustang coupe to Concord, North Carolina, to participate in a once-in-a-lifetime event—the Mustang’s 50th birthday celebration held on April 16-20, 2014, at the famous Charlotte Motor Speedway. (The other official celebration was held the same days in Las Vegas.) We left our home early on Thursday morning, April 16th, and arrived at the host hotel in Concord to pick up our registration packet and head to the track. We chose to park in the racetrack’s infield, driving through the backstretch tunnel underneath the racing surface and into the infield. We were parked in Turn 3’s grassy surface and walked through the infield, across pit road and the front stretch and found our seats facing the front stretch and pit road. We were seated with time to spare before the opening ceremonies kicked off around 11 AM. Several of Ford’s top brass spoke during the opening ceremony including Mark Fields, Chief Operating Officer of Ford Motor Company, and Henry Ford III, Sales Zone Manager, Ford Motor Company. Ford Motor Company executives also introduced the 2014 Mustang Club of America special edition Mustang. This special edition, limited production Mustang commemorates the 50th year of the Mustang and only 1,964 will be built to coincide with the year the Mustang was introduced to the public. Gale Halderman, Stylist/Design Chief of the 1965 Mustang, gave several presentations and held Q&A sessions during the 50th Celebration. Thursday and Friday had good weather, which brought out tons of spectators and participants

alike. I never heard what the final participant count was for Charlotte, but I do know that what infield space was left was filled with Mustangs of all years. The remainder of the infield area was filled with vendor spaces. They also had open track where participants that registered and met safety requirements could drive on the track and infield road course; speed was monitored to prevent any unsafe conditions. There was a small swap meet area set up outside the track behind Turn 3 for those looking for used or NOS (new old stock) parts for their projects. The main parking lot area outside the track featured organized parking for Mustang clubs that registered to be parked there. The Yellow Mustang Registry, Mustang Club of Brazil, and several members from the Canadian Mustang Club had their Mustang’s parked here. The main walkway leading into the main entrance of the track was reserved for the original owners group; those owners who bought their 1964½-1973 Mustangs when new and remain their sole owner to this day. There were at least 15 owners in this group. What I found most interesting was the black 1964½ convertible with a red interior on display in the Media Center. This convertible is a survivor from the 1964 New York World’s Fair and was used on the Magic Skyway conveyor belt system transporting thousands of visitors through the Magic Skyway. I could see how worn out the carpeting and vinyl seats were and could picture all those visitors climbing in and out of that Mustang. Friday evening featured a caravan drive from the Speedway to nearby Kannapolis. Although we didn’t participate, we heard that as the first Mustangs were entering Kannapolis there were still Mustangs waiting to depart the Speedway—over 800 cars—12 continuous miles of Mustangs! The weather took a turn for the worse on Saturday and it rained all day. Vickie and I decided to rent a storage facility Friday evening to keep our Mustang out of the weather. This provided an excellent opportunity for us to check out the local antique malls in the Concord area. (We definitely recommend the White Owl Antique Mall and The Depot at Gibson Mill—quality antiques, nice folks, and fair prices.) Sunday morning came too soon, and it was time to leave and head for home. Vickie and I had a great time at the Mustang’s 50th Birthday Celebration, and we are looking forward to the 55th!

The Annual LCpl Cody S. Childers, USMC, Car Show

Story and car photo by Sam Kern



LCpl Cody S. Childers,

Numerous TRAACA members spent an enjoyable day showing their cars at the Fourth Annual Lance Corporal (LCpl) Cody S. Childers Car Show on Saturday, on 3 May at the Chesapeake Center for Science and Technology on Cedar Road in Chesapeake. The Tidewater Region participants left with a fair share of the awards presented.

The show was sponsored by <http://wecaremarines.com/>, a memorial fund established in honor of LCpl Childers, USMC, who was killed in action in Afghanistan August 20, 2010. Proceeds help pay for packages of useful items being sent to deployed Marines. Wade and Peggy Ewell, LCpl Childers' grandparents and good friends of the TRAACA, work very hard every year to make this car show a huge and ever-increasing success.

The list of TRAACA participants and cars follows. One standout was Harold and Evy Eacker's "brand new" 1933 Ford Coupe, which they showed for the first time.

Many thanks to the Tidewater Region members who supported this worthwhile event:

Curtis & Sheryl Cook	1929 Ford Model A 4-dr
Larry & Jane Cutright	1933 Ford 3-Window Coupe



Sam Kern's 1925 Franklin at the LCpl Childers Car Show

Charlie Dawson	1965 Ford Mustang Fastback
Harold & Evy Eacker	1936 Ford Deluxe 3-dr Coupe
Joe & Charline Geib	1966 Avanti II
Richard & Sandy Hall	1935 Packard Club Sedan 120
Sam Kern	1925 Franklin 4-dr Sedan
Tim Maguire	1954 Chevrolet Corvette
Mickey McChesney	1965 Chevrolet Impala SS
Bob & Dot Parrish	1958 Chevrolet Corvette
Skip Patnode	1967 Alfa Romeo Duetto
Bruce Sedel	1962 Ford Galaxie 500
Andy Sitar	2004 Ford Mustang Mach 1
Ken Talley	1929 Buick Master 4-dr



Jim Villers & his 1961 Mercedes 190SL meet the "Duck" in downtown Norfolk on Sunday, May 25th. (The Rubber Duck is a 40-foot tall sculpture by Dutch artist Florentijn Hofman. It was brought to Norfolk to celebrate the reopening of the Chrysler Museum after a 2-year renovation. The duck floats in the Hague Inlet in front of the museum.)

Congratulations to Bob Stein, editor of the *Mudflap*, which received *Old Cars Magazine's* "Golden Quill" Award as one top club publications in the country in 2013. Way to go, Bob!



Terry Bond presents Mark Strang his "Best in Show Award" from the 2014 ODMA Meet in Richmond, VA, 16-17 May 2014

2014 Old Dominion Meet Association Meet

TRAACA Brings Home the Old Dominion Trophy

Story by Bob Stein. Photos by Bob Stein, Mark McAlpine, and Jim Villers

The Richmond Region did a spectacular job putting on this year's Old Dominion Meet Association (ODMA) annual meet, starting with a beautiful location at the Wyndham Virginia Crossing Conference Center in Glen Allen, adding excellent planning and organization, and topping it all off with spectacular weather. And there were plenty of Tidewater Region folks about to enjoy the day, all of whom contributed to our winning the 2014 Old Dominion Trophy!

More than two dozen antique vehicles and nearly that many judges and administration personnel came from the TRAACA, with many more coming just to enjoy the show as spectators. Some notable observers included Pete Koch and two grandsons, Sam Kern, George and Sheila Gurnee, and Tom Cox.

Auburn, Cord, and Duesenberg were the featured marques, and our own Dwight Schauback had both of his magnificent Duesies on the field, along with Kathy Kellam's 1931 Auburn sedan. Almost every TRAACA member brought home the award they were after. Tony Scarpelli's 1956 Chrysler New Yorker won Best Chrysler, and the Best of Show award went to our own Mark Strang for his perfectly restored 1953 MG TD. (See TRAACA Members Page on Pg. 15 for a list participating vehicles and award winners.)

TRAACA members who judged included Terry Bond, Dan Ciccone, Jim Elliott, Tyler Gimbert, John Heimerl, Kathy Kellam, Sam Kern, Mark & Marion McAlpine, Richard McIninch, Bob Parrish, Tony Scarpelli, Bob Stein, Neil Sugermeyer, Ken Talley, Bill Treadwell, and Jim Villers. Sue Bond, Dot Parrish, and Linda Pellerin worked administration. Sandy Hall was the ODMA Treasurer, and Richard Hall handled awards. Thanks to the Richmond Region for a great job and a terrific show!



MG Row (L to R): Sandy Hall's 1948 TC, Sue Bond's 1948 TC, Mark Strang's 1953 TD, plus a 1956 MGA and 1974 MGB. At the far right is Bob & Linda Pellerin's 1972 Jensen-Healy.



(L to R) Bob & Dot Parrish's 1978 Ford Thunderbird, Jack Pavlidis' 1978 Cadillac Coupe DeVille, Jim Wilson's (Richmond Region) 1975 Olds Delta 88, Bill & Linda Treadwell's 1969 Chevrolet Camaro, Bob Stein's 1967 Mercury Cougar, and John & Lynn Heimerl's 1964 Ford Falcon.



TRAACA members claim the 2014 Old Dominion Trophy



Bob Roughton and his 1921 Packard 116 Touring



The experts comparing the differences in MG dipsticks



Terry Bond presents Mark Strang ODMA Best in Show Award



Bruce Woodson's (Richmond Region) 1937 Cord 812 Phaeton



Tyler Gimber, Tony Scarpelli, and Dan Ciccone



Tim Hund's 1935 Auburn 851



Neil & Marty Sugermeyer



Terry Bond's 1912 Triumph Motorcycle



Sheila & George Gurnee

Ladies and Gentlemen—Start Your Engines!

Story by Sandy Hall. Photos by Sandy Hall & Mark McAlpine

When Sue Bond and I first learned that we could drive laps around the Richmond International Raceway (RIR) the day after the ODMA (Old Dominion Meet Association) Meet, we both decided we were on. Five laps cost \$20 with the money going to children's charities in Richmond, so for us it was a win/win situation. I spoke with and e-mailed the guy at the track to make sure that our two MG TCs would be grouped together. Saturday night at the banquet, we learned that the Treadwells and the McAlpines were also planning to stop and run laps.

Sunday morning we all met for breakfast (together with the Sugermeyers) at Waffle House, and then headed to RIR. Being raised in Richmond, I went to the State Fair every year at RIR. However, when we got to what I remembered as the main gate, it—along with four other gates—was closed. We knew Mark Strang had also registered, so I called Mark and asked him how he got into the track. He told me to go around to the service entrance, which took us closer to the track. As we came out of the tunnel that goes under the track into the infield, I looked around Gasoline Alley and the garage area, and could feel the magic of being on ground where Richard Petty, Bill Elliott, Cale Yarborough, Dale Earnhardt, his son, and Jeff Gordon (just to name a few) had walked, as well as remember the wrecks and fights among drivers that goes with racing.

Mark Strang greeted us and, as I hugged him, I told him yes, you got your Senior Award at ODMA and, oh, by the way, you also received Best in Show! I looked at his face and he was absolutely floored. There were many really great cars at the show on Saturday, and Mark was stunned that he had received this honor. But I digress.

The McAlpines and the Treadwells unloaded their cars from their trailers. My husband Richard got in the TC and, wouldn't you know it, she was not in the mood for a trip around the track just yet. Richard rolled her out of the trailer, and the guys pushed her for quite a while trying to jump start her, but there was no spark; so Richard decided to just leave her. Mark's wife, Sue, was in Utah so he had an empty seat in his MG. I told Richard to ride with Mark, but he told me to ride instead. Being a NASCAR fan, I was not about to give him a chance to change his mind. As it turned out, Linda Treadwell decided she would pass on the ride and take pictures, so Bill invited Richard to ride with him. (A great big thank you Bill!!)

They lined us up to enter the track, and behind the pace car were Mark & Marion McAlpine in their 1970 Chevrolet Chevelle, Bill Treadwell and Richard in Bill & Linda's 1969 Camaro convertible with the top down, a Corvette that was a latecomer, Mark Strang and me in his 1953 MG TD, and Terry & Sue Bond in their 1948 MG TC. We took a lap around the track to get up speed, and Mark was impressed with his TD as it glided around the



The pit crew preps Sandy Hall's 1948 MG TC Roadster

track at 65 mph. In the past Richard and I have had season tickets to the Richmond races, so we have walked on the track but have never driven around it, so for me this was a really great experience. The pace car must have realized how much fun we were having because he took us around for two extra laps. Once we came off the track Sue Bond decided she would like to go again and bought another round of laps so Richard could ride with her in a TC. (A huge thank you also to you Sue!!)

As it turned out, Mark Strang and Terry Bond had checked out our TC and discovered its points were closed, so after some careful fine tuning our TC was in line to go around the track. This time we were grouped in with the general public (which included newer model Camaros and Corvettes), with Sue and Terry in their TC in front of Richard and me. Our TC sputtered a few times, but then gathered speed, and we were on our way. As we lapped the track I reminisced about our days at the races and found the set of bleachers where we sat twice a year as the NASCAR Winston Cup cars thundered around the track. It was an exciting day for all of us. As we exited the track through the tunnel, I could hear Darrell Waltrip screaming "Boogity, Boogity, let's go racing!"



(L to R) Sue & Terry Bond and Richard & Sandy Hall in their 1948 MG TCs



TRAACA MEMBERS' PAGE

Welcome to Our New Members!

Tim & Phyllis Hund
Norfolk, VA
- 1935 Auburn 851 Cabriolet
- 1949 Packard Custom 8
- 1955 Packard Caribbean

Larry Printz
Virginia Beach, VA

Sunshine Report

Our thoughts & prayers go out to the following members:

Vito Serrone went home from the hospital on Friday, May 23rd. Vito had surgery on his brain to remove a blood clot.

Ivan Joslin will be scheduled for hip surgery after he sees the Orthopedic Surgeon next week and will be laid up for six to seven weeks.

Our thoughts and prayers go out to **Dick Pensyl** and his family. Dick was recently diagnosed with ALS.

Congratulations to **Vicky Peters** who is now cancer free after having chemo and radiation treatments.

Members celebrating birthdays in June

Dan Ciccone
Roland Downing
Mark McAlpine
Toni McChesney
Debbie Meadows
Bob Stein

Recent Award Winners

AACA Winter Meet—Port St. Lucie, FL

Jim Elliott 1966 Chevrolet Corvair convertible
Repeat Preservation

AACA Southeastern Spring Meet—Charlotte, NC

Jim Elliott 1903 Cadillac Rear Entrance Tonneau
First Junior Award
1966 Chevrolet Corvair
Repeat Preservation

Jeff Locke 1964 Solex moped
Original HPOF
1977 Demm Smily moped
Repeat Preservation

Ken & Barbara 1929 Buick Master 4-dr Sedan
Talley 1st Preservation

Jim Villers 1967 Porsche 911
First Junior Award

Bill & Linda 1969 Chevy Camaro convertible
Treadwell Senior Award

Bill Thumel 1967 Corvette
Senior Award

Mark & Marion 1970 Chevy Chevelle Super Sport
McAlpine Senior Award

AACA Special Spring Meet—Auburn, IN

Jeff Locke 1964 Solex moped
Repeat Original HPOF
1977 Demm Smily moped
Repeat Preservation

Al & Sharon 1968 Ford XL convertible
Mercer Repeat DPC

(See next month's *Mudflap* for an article on the TRAACA's participation in the Auburn Meet.)





TRAACA MEMBERS' PAGE

Recent Award Winners (cont'd)

ODMA Meet—Richmond, VA

Tidewater Region AACA (TRAACA)

Old Dominion Trophy (again!)

Susan Bond	1948 MG TC Roadster Second Junior Award
Terry Bond	1912 Triumph Motorcycle Repeat Preservation
Jim Elliott	1982 Chevrolet Corvette First Junior Award
Sandy Hall	1948 MG TC Roadster Third Junior Award
John & Lynn Heimerl	1964 Ford Falcon Sprint Second Junior Award
Kathy Kellan	1931 Auburn 898A 4-dr Sedan Repeat Preservation
Jeff & Pat Locke	1987 Cadillac Allante First Junior Award
Mark & Marion McAlpine	1970 Chevy Chevelle Super Sport First Junior Award
Mickey & Toni McChesney	1984 Oldsmobile Delta 88 Original HPOF
Richard McIninch	1986 Mercedes-Benz 300E Sedan Original HPOF
Reggie Nash	1911 Ford Model T Repeat Preservation
Bob & Dot Parrish	1978 Ford Thunderbird Senior Award
Bob & Linda Pellerin	1972 Jensen-Healey Sports Convertible First Junior
Bob Roughton	1921 Packard 116 Touring First Junior Award
Tony & Leslie Scarpelli	1956 Chrysler New Yorker Senior Award & Best Chrysler

Dwight Schaubach	1929 Duesenberg Model J112 First Junior Award 1930 Duesenberg Model J436 First Junior Award
Bob Stein	1967 Mercury Cougar Senior Award
Mark Strang	1953 MG TD Roadster First Junior Award & Best in Show
Neil & Marty Sugermeyer	1965 Rambler Classic 770 convertible Repeat Preservation
Ken & Barbara Talley	1929 Buick Model 47 Preservation
Bill & Linda Treadwell	1969 Chevy Camaro convertible Senior Award
Jim Villers	1967 Porsche 911 First Junior Award

JUDGES' CORNER

(Excerpted from Winter 2014 AACA *Rummage Box*)

Rummage Box Training Point #1

Some of the language changed last year in our Judging General Policy (Official Judging Guidelines, pg.1.) The new wording, "**the same state as the dealer could have prepared the vehicle for delivery . . .**" has brought some comments and questions to my attention. We have always permitted changes when they fall under the giant **factory authorized** umbrella. Dealers are primarily responsible for these approved installations. Tweaking our General Policy to clearly state this fact is simply an effort to strengthen our guidelines and to make them easier to understand and apply. The review committee is ever alert to improve our system.

See you on the field!

By Read Majors
AACA VP—Judge's Training





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***VSO=Veteran Service Organization**



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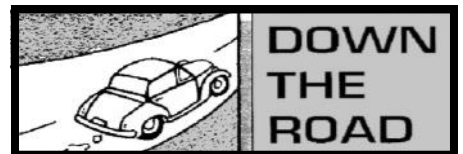
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Chesapeake, VA
<http://www.medibenefitcarshow.com/>
 - 7 Historic Fredericksburg Region AACA Antique Automobile Show
<http://hfraaca.org/>
 - 8 6th Annual Williamsburg Invitational Car Show
Williamsburg, VA
 - 13-15 The Elegance at Hershey
Hershey, PA
 - 14 Richmond Region AACA Car Show & Swap Meet
<http://www.richmondaaca.com/show.html>
 - 14 Rotary Club Antique & Flea Market & Car Show
ODU Foreman Field
 - 24 Hemmings Motor News 2014 Great Race (Overnight stop in Portsmouth, VA)
 - 20-22 Carlisle GM Nationals
Carlisle, PA
 - 21-22 Ocean City Car & Truck Show, Ocean City, MD
 - 28 Smithfield Olden Days Festival, Smithfield, VA
- JULY 2014**
- 11 Collector Car Appreciation Day
Daniels Performance Group, Smithfield, VA
 - 11-13 Carlisle Chrysler Nationals, Carlisle, PA



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Williamsburg Mini-GOF (TRAACA)

By Wildflower (MG TC #5308) as dictated to her human, Bob Stein

Any chance for an outing is welcome, but I was especially pleased to find out that my human was taking me to a special family reunion called a “mini” Gathering Of the Faithful (GOF) in Williamsburg, Virginia, on May 3rd. This particular family reunion was sponsored by the Chesapeake Chapter of the New England MG T Register, and old and honorable club for humans who love T-series MGs (or at least the ones willing to pay dues—all humans of any breeding love T-series MGs.)

The organizers, Deborah and Dick Shepherd, planned a number of tours for the weekend, but regrettably my human had to work, so we could only attend the Saturday events. The first of these was a car display in the heart of Williamsburg, next to a shopping area called “Merchant’s Square.” According to the schedule, the show would start at 8:30 AM with arrival between 8 AM and 8:30 AM.

My human had gotten me properly cleaned and topped off with fluids the night before, and we rolled out bright and early for the 45-mile drive to Williamsburg. Happily, my human had the wisdom to rely on a modern GPS instead of his ability to read maps, and we arrived at the show location on Prince George Street precisely at 8:15 AM.

You can imagine my surprise to find no other MGs present! For the next half-hour, I was a one-car show for the many humans who visited the street. Granted, I am certainly a good representative for our family, but one does hate to hog all of the attention. One other TC showed up about 30 minutes later, but it lived locally and was not part of the main group from the hotel. As it turned out, the rest of the family had been held up by their slugabed humans, who decided the night before to sleep in an extra hour!

When the main group finally rolled in, I was very pleased to see my former garage-mate Eleanor (a 1948 MG TC, #5624) being driven by her new humans Susan and Terry Bond. She looked wonderful, having received much care and attention. Maggie, the 1953 MG TD owned by Mark Strang was also present, sporting her AACA Senior Grand National badge. All-in-all, we ended up with 4 TCs, 4 TDs, 3 TFs, a YA tourer, and one upstart MGB-GT. A few distant relatives also crashed the event, but that always seems to be the case, doesn’t it? It was nice to see the lovely Jaguar 120 coupe and Austin Healey 3000. There was also a quick visit from another local TC, but its human was only able to look around briefly before heading back home.

The show was quite pleasant, with many admirers taking photos and a procession of children and adults sitting behind my steering wheel (under the watchful eye of my human, of course). Our humans visited the local shops, and of course, found places to fuel themselves.



Wildflower’s one-car show in Williamsburg, Virginia

Each of our humans also had the responsibility of selecting what they thought was the best vehicle in each class. I was happy to see some familiar faces among the spectators—Jack Pavlidis and his daughter Hilary showed up to provide moral support.

The show ended about 1:30 PM, and the participants split off into two groups—one heading for local wineries, and the other rolling out for a nice drive along the Colonial Parkway. Myself, Eleanor, a third TC, a TD and a TF all opted for the Colonial Parkway, a wooded and stoplight-free road from Jamestown to Yorktown. We were joined by the MGB-GT later on, when it saw us stopped to admire a view of the James River.

Unfortunately, my owner discovered that I had developed an electrical short that took out my brake and turn signal lights. We detoured to a local supply shop for more fuses, but he was unable to identify the problem. The group took the Parkway back to the hotel, where my human again attempted and failed at repairs despite assistance by Eleanor’s humans and other MG people. However, while this malfunction was a bit embarrassing, it did not keep us from enjoying the rest of the day.

I did not see my human for several hours, but found out later he had been attending an awards banquet inside the hotel. Another fuel stop—honestly, humans must get terrible mileage. However, he also accepted a lovely pewter plate for me—I had been selected as the best of the TC class. Eleanor tied for Third Place, but was spared the indignity of also being presented a book entitled “Flaming Floorboards” in recognition of my electrical fault. Not surprisingly, Maggie received First Place for the TD class, giving TRAACA members top honors in two classes!

The drive home was uneventful (a welcome change, as I got a nasty rock chip in my windshield during our previous Williamsburg excursion), and I understand Eleanor and her humans actually participated in another tour the next day! I was happy enough to be back in my private garage, though I am still waiting for my human to fix my brake lights!

EDITOR'S DESK

Mark McAlpine

mmmcalpine05@msn.com / (757) 967-0074

Hello Everyone! Beginning with this issue, I have assumed the responsibility of editing the *Mudflap* from Bob Stein. Fortunately, Bob has agreed to serve as "Editor Emeritus" and to help me as needed while I learn the job. He will also continue as the club's webmaster, producing the weekly *Mud Speck*, the club's unofficial photographer, and to contribute articles and photos for the *Mudflap* (as can be seen by his articles this month on the recent Square Car Tour, ODMA Meet in Richmond, and MG T-series "Gathering of the Faithful" reunion in Williamsburg). As recognized by the many awards Bob has received for the *Mudflap* & TRAACA website, he has done an outstanding job keeping TRAACA members informed about the national AACA, our region, members and their cars. He's a tough act to follow. I've discovered quickly that editing and laying out the *Mudflap* is considerably more difficult and time consuming than I thought.

You'll notice some subtle changes made to the *Mudflap* over the next several months as I incorporate your suggestions and my personal touches. As I try to maintain the high standards set by Bob Stein, Neil & Marty Sugermeyer, and the other editors before them, I need

your help: I need you to provide articles and photographs. Beginning with this issue of the *Mudflap*, every month we'll run a new article—"Caught in the Headlights"—highlighting members and their vehicles (how and why they obtained the vehicle, the work they've done to it, trips and special memories enjoyed in them, etc.). This article will join Terry Bond's "Still Collecting Stuff" column as a monthly standard. I also want to include articles on recent antique vehicle events & shows that TRAACA members participated in, technical articles, updates & tips on AACA judging ("Judges' Corner"), etc. All are great suggestions you've provided me, but someone needs to write these articles (and others). Our members have a lot of valuable expertise and memories. We need you to share this information with the rest of us.

I also want to recognize members celebrating birthdays and anniversaries each month, members & their vehicles that recently received significant awards, and include our monthly "Sunshine Report" to keep everyone informed about our fellow TRAACA friends. I can only do this if you provide me the information.

Please be patient with me as I learn the ropes of publishing a newsletter. Continue providing me your suggestions, feedback, and—most importantly—some articles. (They don't have to be long.) Thank you very much! See you at the next car show.

Mark Mc

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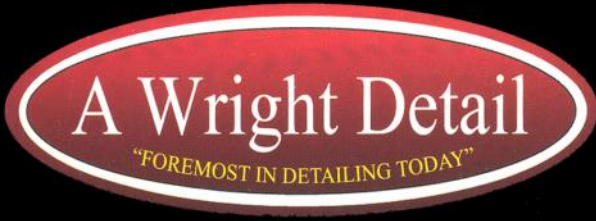
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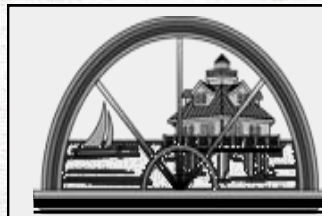
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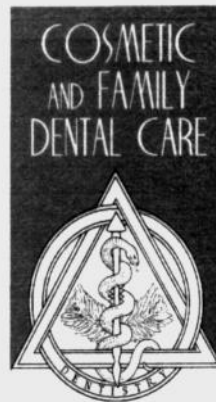
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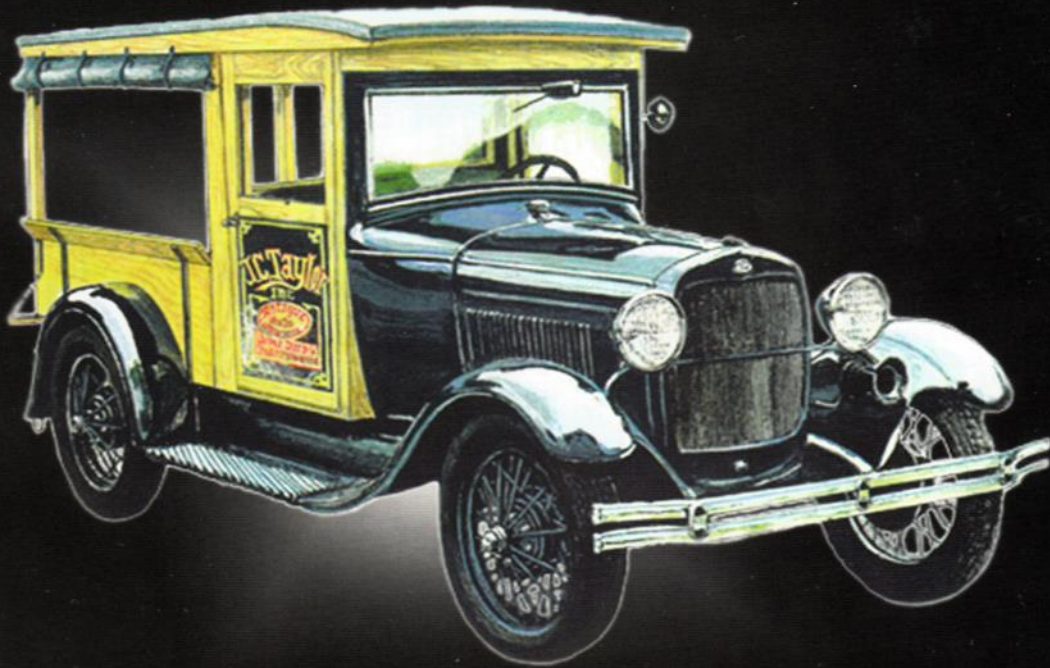
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FIRST CLASS



Mark & Sue Strang's 1953 MG TD Roadster—Best in Show at the 2014 ODMA Meet, 16-17 May, in Richmond, VA