

The Mudflap

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

Volume 61, Issue 6

June 2017



TRAACA Richmond, VA, Tour Saturday-Sunday, June 24-25, 2017

Join your TRAACA family on Saturday and Sunday, June 24th & 25th, as we take a weekend tour to Richmond for a weekend of sightseeing, good food, and great company. The tour begins on Saturday, June 24th, when we meet at the Hardee's on Route 460 (239 S. County Dr) in Waverly at 8:00 AM and depart for Richmond at 8:25 AM.

At 10:00 AM we have a scheduled tour of Maymont, a 100-acre Victorian country estate with a Romanesque-style mansion. The guided tour includes the mansion, grounds, and gardens. Admission is \$16 per person. After the tour we will have lunch at 1:00 PM at the Plaza Azteca restaurant, then check in to our hotels.

Following lunch is a guided tour of the Virginia Holocaust Museum (VHM) at 3:00 pm. Admission and parking are free.

Dinner is at 6:30 PM at Bella Luna Ristorante Italiano in Richmond. After dinner folks can partake in a walking ghost tour of Richmond. The cost is \$14 (\$12 for seniors & military, \$10 if we have a group of 10 or more). The walking tour starts at 8:00 PM and lasts up to 90 minutes, so

wear comfortable shoes. Our starting point is 100 N. 17th St, Richmond, VA.

Our Sunday begins at 10:00 AM with a guided tour of historic Tredegar, a National Historic Landmark and part of the American Civil War Museum. Admission is \$9 per person. The guided tour will last about 45 minutes. We have allowed for extra time in the museum and gift shop.

After our tour we will depart Richmond and head towards Petersburg via Route 301. Lunch will be at the Chili's in Chester, VA (12305 Jefferson Davis Hwy) at approx. 12:30–1:00 PM.

Hotel options: (Please make your own reservations!)

- Candlewood Suites Richmond North-Glen Allen, rates from \$98 and it's pet friendly: (804) 262-2240.

- Courtyard Richmond North/Glen Allen, rates from \$129: (804) 266-6900.

- Comfort Suites Virginia Ctr Commons, rates from \$113: (804) 262-2000.

Please RSVP if you are coming, along with your number of guests, to Matt Doscher at VLW78@hotmail.com or (757) 448-7048, by Monday June 12th.



Jim Villers in Charlotte with his 1958 Mercedes-Benz 190 SL "Frosty" shortly after he finished its restoration. Read the story on Pages 12-13.



TRAACA CALENDAR

Check traaca.com/calendar.htm for the latest info on upcoming events!

JUNE 2017

- 9 TRAACA Board Meeting
6:30 PM (Friday)
Holiday Inn—Norfolk Airport
- 15 TRAACA Dinner Meeting
Holiday Inn—Norfolk, VA
— **Club Vote on New Bylaws** —
- 24- TRAACA Tour to Richmond
- 25 Richmond, VA

JULY 2017

- 8 TRAACA Tour of Brock
Environmental Center
Virginia Beach, VA
- 14 TRAACA Board Meeting
6:30 PM (Friday)
— **Location to be determined** —
- 20 TRAACA Dinner Meeting
Holiday Inn—Norfolk, VA
- 22 TRAACA Route 17 Antique
Store "Crawl" and Lunch
Gloucester, VA
— **Joint TRAACA & HVPR activity** —

AUGUST 2017

- 11 TRAACA Board Meeting
6:30 PM (Friday)
Holiday Inn—Norfolk, VA
- 12 TRAACA Ice Cream Run
Doumar's Barbecue
Norfolk, VA
- 17 TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 19 Norfolk Tides baseball game
Norfolk, VA

SEPTEMBER 2017

- 8 TRAACA Board Meeting
6:30 PM (Friday)
Holiday Inn—Norfolk, VA
- 21 TRAACA Dinner Meeting
Holiday Inn—Norfolk, VA
- 23 TRAACA Annual Meet
Military Aviation Museum
Virginia Beach, VA

From the Driver's Seat

Mark McAlpine
TRAACA President
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It is very important that as many members as possible attend our monthly dinner meeting on Thursday, June 15th, at the Holiday Inn—Norfolk Airport, because we will be voting on a proposed revision of our club bylaws.

I don't think any of the changes are radical, and the Board spent several months reviewing the bylaws and discussing the proposed changes. However, the Board represents only eight members. We need to know what you think and have your approval to implement these changes.

The proposed revised bylaws were posted on the region's website (under "Library") and e-mailed to all members (who have e-mail accounts listed in the club roster) on April 27th, and information about the vote on the proposed changes to the bylaws was announced in the May issue of *The Mudflap*, providing everyone at least 30-days' notice of the vote as required by our bylaws. If you have not read the proposed new Bylaws, please do so before the June Dinner Meeting and come informed & prepared to vote. Most of the changes are simple updates and corrections to typos and grammar. For those that don't want to read all ten pages, here's an executive summary of the significant proposed changes:

- **First, the bylaws now define who is a "member."** (We have over 160 memberships, most of which are joint memberships with spouses & significant others, but by that definition joint memberships only get one vote in club elections and other votes. Under the proposed change, both joint members would now have their own vote.)

- **We added reduced price Student and Junior Memberships.** (The AACA offers these, so we thought we should, too. Student Memberships cost half the regular annual membership dues, are offered to young adults 13-21 years old and full-time students under 25, and receive full benefits & rights. Junior Memberships are only \$10 a year and are non-voting memberships for children under 13 years old. Children of TRAACA members do not have to be Junior Members to participate in TRAACA activities, but Junior

Membership allows them to "start the clock" on achieving 25- or 50-year memberships.)

- **We stated that the region would match the AACA's four free, 1-year new memberships provided to each region and the free, 1-year Military Sponsor Program new memberships.** (We've been doing this, we're just adding it to the bylaws now.)

- **We codified how members qualify for their 25-year silver and 50-year gold TRAACA membership name tags** so members would understand the rules. (The short version: you need 25 or 50 cumulative years of paid membership, not necessarily consecutive years, to get your silver/gold name tag.)

- **To recognize our most long-standing members, we propose providing free TRAACA membership to all members with 40 or more years of paid membership in the TRAACA.** (These members would need to be current members of the AACA and still pay for participating in club activities just like any other member, we're just waiving their annual regional membership dues.)

- **We added a section stating that no member can commit the club to any expenditure of funds or services without specific prior approval from the Board.**

- **We changed the membership of the Nominating Committee for Board members (and ad hoc committees nominating Honorary Members) from three past TRAACA presidents to three past presidents and two members in good standing.**

- **We added that the Board needs to review the bylaws annually.** (The Board sees this as a formality and doesn't anticipate any more major changes in the future, but we felt the bylaws should be reviewed more frequently than every eight years.

So please make every effort to attend the June Dinner Meeting on Thursday, June 15th. We need at least 20% of the club present (so 33 "memberships" under the current bylaws) in order to have a quorum and be able to vote. The food will be delicious (Chicken Piccata & lasagna!), and Jeff Locke is giving a presentation on the Seal Cove Museum in Maine.

Thank you very much! If you have any questions about the proposed changes to the bylaws, please don't hesitate to talk with me or any of the other Board members.

Mark Mc

2017 TRAACA Officers & Board

President - Mark McAlpine:
mmmcalpine05@msn.com
Vice President - Matt Doscher:
vlw78@hotmail.com
Secretary - Vickie Doscher
Treasurer - Charlie Dawson
Board - Jerry Adams
Board - Wayne Milligan
Board - Hilary Pavlidis
Board - Bill Treadwell
President Emeritus - Jim Villers

Visit the TRAACA on the Internet at:
www.traaca.com

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We have changed how we contact members to obtain their RSVPs for the monthly dinner meeting. To cut down on the work load, you will now be contacted via e-mail. (Members without e-mail will continue to be contacted by phone.) Please respond to Skip Patnode's monthly e-mail by the requested date and let him know whether or not you will be attending (yes or no) and how many will be attending. **It is critical that you respond to these e-mails** so we can let the hotel know how many people will be attending & they can prepare enough food. Thank you for your cooperation!

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From the Running Board

May 12, 2017 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

Officers present: Matt Doscher (Vice President), Vickie Doscher (Secretary), and Charlie Dawson (Treasurer).
Board members present: Jerry Adams, Wayne Milligan, Hilary Pavlidis, and Bill Treadwell. **Members present:** Jim Villers (President Emeritus), Andrew & Brittany Sitar, and Frank Lagana.

Quorum: Board Meeting called to order at 6:30 PM.

President: Mark was unable to attend because he was attending the AACA Auburn Meet.

Vice President: Matt thanked everyone for braving the rainy weather and attending the meeting.

Secretary's Report: Board Meeting Minutes for April 2017 were approved by e-mail. Summary was printed in May *Mudflap* newsletter.

Treasurer's Report:

- Corrected March Monthly Reports: e-mailed to all Board Members.
- TRAACA Swap Meet Report: still pending.
- April Monthly Reports: e-mailed to all Board Members.
- 2017 ODMA Meet report: pending.
- Status on tax number: called & waiting for response from Commonwealth of Virginia.

COMMITTEE REPORTS:

Membership (Jim Villers): Status as of 30 April 2017: 166 memberships. One new member. Roster now printed. Paper copies must be requested by members.

Activities Committee:

- Sat, May 20: TRAACA Dinner & Theater ("Grease"), Smithfield, VA. 50 tickets reserved. TRAACA tickets all sold. HVPR (Donna Elliott) has two left. Dinner menus were e-mailed to people going to the event.
- Sat-Sun, June 24-25: TRAACA Richmond Tour. Tour is set up. Look for write-up for it in the June *Mudflap*.
- Sat, July 8: Tour of Brock Environmental Center, Virginia Beach, VA.
- Sat, July 22: Route 17 Antique Store "Crawl." (Joint TRAACA & HVPR activity.)

Membership Database (Jerry): Need to review data for reports. Working on central database with club members. Change membership form to make it more user friendly.

Restaurants:

- Dinner Meeting: Thursday, May 18, 2017.
- Dinner Meeting: Thursday, June 15, 2017.
- Motion made by Bill to add a July Dinner Meeting and seconded by Hilary for July 20, 2017. Motion passed.

Unfinished Business:

- **2017 ODMA Meet Wrap-Up:** Nothing significant to report (NSTR).
- **Proposed Name Tag Revision:** Artwork completed and the company will evaluate if it can be done and the cost. Sample will be at next Board Meeting for members to view.

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- **Status of Changing Registered Agent:** Completed per Charlie.
- **TRAACA Bylaws Review:** Revised Bylaws e-mailed to all members & posted on club website. Will be discussed and voted on at the June 15 Dinner Meeting.

New Business:

- Check Signature Authority: Decision was made to continue with our current way of business: two signatures required on all club checks.
- Monthly 50/50 Raffle Proceeds: Decision was made to continue with our current way of business.
- 2018 TRAACA Swap Meet: Andrew Sitar is the incoming Swap Meet Chairman; otherwise NSTR.

Other Business:

- VPCCC Report: Virginia Fall Classic and upcoming shows on VPCCC website were discussed.
- CCCHR Report: Andrew provided an update.

Having no other business, motion made to adjourn meeting made by Bill and seconded by Hilary. Meeting adjourned at 7:45 PM.

The next TRAACA Board Meeting is Friday, June 9, 2017, 6:30 PM, at the Holiday Inn—Norfolk Airport.

Respectfully submitted, Vickie Doscher, Secretary

June Dinner Meeting and Bylaws Vote Thursday, June 15th

This month's dinner meeting is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA. Social hour begins at 6:00 PM and dinner is at 6:45 PM. (Note our earlier start time for dinner beginning this month.) Dinner will be Chicken Picata, lasagna, rice pilaf, vegetable medley, house salad, and chef's choice of dessert. Our guest speaker is Jeff Locke, who will be giving a presentation on the Seal Cove Museum in Maine.

Please remember that if you sign up for a club dinner, you are committed to paying for it whether or not you attend. Thank you very much for your understanding and cooperation!



TRAACA Square Car Tour

Saturday, May 6, 2017

Story by Matt Doscher. Photos by Matt Doscher and Bob Stein.

The TRAACA held its 15th Annual Square Car Tour on Saturday, May 6th, 2017. Following Friday's deluge of rain and severe weather, the weather broke on Saturday allowing for nice driving conditions. We began the day by meeting at Ken & Barbara Talley's home in Chesapeake for coffee, donuts, and socializing. After a brief driver's meeting by Terry Bond we were on our way.

Richard & Sandy Hall served as road scouts driving several car lengths ahead of the group to ensure safe road conditions. The tour was officially led by Terry Bond in his 1914 Model T Ford. Our route consisted of country back roads through southern Chesapeake and Virginia Beach and northern Currituck County in North Carolina.

We had a scheduled pit stop at the Northwest River Park to allow people to stretch their legs and enjoy the scenery. We had to dodge a few low-lying spots in the roads along our route containing standing water, but we all made it through. We had a second pit stop scheduled for Munden Point Park in Virginia Beach, but there was a low spot on Pungo Ferry Road holding too much water for safe passage, so each car made a U-turn and we circled back to Blackwater Trading Post for an impromptu rest stop.

Following our rest stop, we continued on to Angie's Family Eatery for lunch. Everyone arrived safely and without incident, and enjoyed a hearty lunch. Thankfully the weather held out and allowed us to complete our tour because as we were leaving Angie's it began to rain again.

A big thank you to Ken & Barbara for hosting the group and to Richard and Terry for planning the tour. Over 40 TRAACA members and 24 cars participated: Jerry Adams driving modern; Terry Bond in his 1914 Ford Model T Ford; Susan Bond in her 1948 MG TC; Fred Cole in his 1984 Buick Riviera; Curtis & Sheryl Cook in their 1929 Ford Model A; Matt & Vickie Doscher in their 1965 Mercury Comet Caliente; Marie Gancel rode as a passenger; Tyler Gimbert with guest Dan Ciccone in Tyler's 1937 Packard Super 8; Richard & Sandy Hall in their 1973 MG MGB GT; Julie Hobbs rode as a passenger; Ron Huibers & his son Scott in their 1968 Volvo 1800S; Frank Lagana in his 1990 Ford Ranger; Mickey & Toni McChesney in their 1940 Oldsmobile; Dewey & Maxine Milligan with son Wayne driving Dewey's 1953 Ford; Skip Patnode in his 1967 Alfa Romeo Duetto; Jack Pavlidis with his daughter Hilary in Jack's 1971 MG MGB GT; Tony Scarpelli in his 1956 DeSoto Firedome Seville; Bruce Sedel in his 1949 Studebaker Commander; Bob Stein in his 1937 Pontiac Deluxe 6; Neil & Marty Sugermeyer in their 1965 Rambler Classic 770; Ken & Barbara Talley in their 1929 Buick Master Sedan; Rad & Margie Tillett in their 1956 Ford Thunderbird; Bill & Linda Treadwell in their 1969 Chevrolet Camaro; Bob & Jane Ward in their 1957 Ford Thunderbird; Bob & Ginger Watson in their 1965 Ford Mustang; Bill Wilcox with guest Bob Scott in Bill's 1941 Lincoln Continental; and James & Becky Woodall in their 1967 Mercury Comet Cyclone.



Terry Bond (center) giving directions to the Tour participants



(L-R) Ken Talley, Frank Lagana, and Dewey Milligan talking about old cars (what else?) before the Square Car Tour began



TRAACA members at Ken & Barbara Talley's before the tour



(L-R) Julie Hobbs with Bob & Jane Ward



TRAACA members socializing before the annual Square Car Tour



TRAACA vehicles gathering at Ken & Barbara Talley's house



Fred Cole & Neil Sugermeier checking out Terry Bond's Model T



(L-R) Terry Bond, James Woodall, Jack Pavlidis, and Richard Hall



Ken & Barbara Talley's grandson in front of their 1929 Buick



Curtis & Cheryl Cook's 1929 Model A and Terry Bond's Model T



TRAACA vehicles turning around because of the washed-out road



Lunch at Angie's—it wouldn't be a TRAACA activity without food



AACA Central Spring Meet Auburn, IN May 11-13 2017



Story by Marion McAlpine. Photos by Mark McAlpine.

April and May are generally busy months for AACA activities, and 2017 was busier than usual. Just when Mark & I thought we would have time to recover from co-chairing the Old Dominion Meet Association (ODMA) Meet in Virginia Beach, VA on April 21-22, it was time to pack and head to Auburn, IN, for the 2017 AACA Central Spring Meet, held on May 11-13, 2017.

As in the past, the Auburn Meet was tied in with Auctions America's Auburn Spring Auction. For the fifth time Auctions America generously supported the AACA by supplying ample space for show cars, members' trailers (which was off-site this year due to the wet ground), judges' parking, Judges School and breakfast, and the awards banquet and ceremony. Auctions America also gives AACA members free spectator admission to the auction and free bidder registration.

Numerous food vendors, vendor displays, a car corral and swap meet are set up on the auction grounds, just outside the buildings where the auction is taking place. There seemed to be more vehicles in the car corral and more swap meet vendors this year.

This year's AACA Central Spring Meet was even more exciting than previous years. This year the Classic Car

Club of America (CCCA) held a Meet in conjunction with the AACA Auburn Meet. The CCCA held its own Judging School on Friday, and on Saturday placed their vehicles on the same show field as the AACA vehicles. Judging for the CCCA vehicles began at 9:00 AM (prior to AACA judging at 11:00 AM), using teams from CCCA. Some of the vehicles were judged by both CCCA and AACA standards, allowing vehicles to obtain two awards at the same show! The CCCA awards ceremony was held in the afternoon before the AACA ceremony and BBQ banquet that evening.

The CCCA vehicles were beautiful, and it was a pleasure to view them after we finished judging our group of AACA cars. (Check out the pictures accompanying this article.) When we spoke to several of the AACA and CCCA members about the dual show, everyone seemed very pleased with the show and the prospect of doing similar combined shows in the future.

We arrived in Auburn, IN, about 8:00 PM on Thursday, a little later than we had hoped. We started the morning with a traffic back-up in Hampton Roads at the MMBT, just minutes from the house, due to an accident. We drove through rain until the middle of the afternoon. (We should



Tom Cox (center) & Jim Elliott (far right) join the Paul McCartney tribute band on stage to jam for a couple songs. Nice hair, guys!



Bob & Dot Parrish at the Paul McCartney tribute band concert



(L-R) Mark McAlpine, Tommy Nolen (from the Richmond Region), and Bill Coburn enjoy the concert



(2nd from left) Al & Sharon Mercer with friends Glinda & Mark

have gone the southern route.) We were happy to get to the hotel and check in, so we could unpack and relax.

Friday morning, we went up to Auctions America with fellow TRAACA member Bill Coburn, to pick up our bidders' credentials, and then headed over to the Auburn Cord Duesenberg (ACD) Museum. We stopped for lunch at the Little Brown House, a local favorite, located just a few blocks from the ACD Museum. (Great burgers and sandwiches, very low key, but no inside seating.) We were able to spend some quality time at the museum and get some great photos. Although this was our fifth visit to the museum, it has not lost its appeal.

Friday night offered another fun and free evening. Auctions America sponsored a two-hour concert by a Paul McCartney tribute band from Ohio along with an open bar. The band was very good, with the lead singer looking and sounding like Paul McCartney. We were entertained by fellow TRAACA members Tom Cox and Jim Elliott, along with two other AACA members, who donned Beatles' wigs, joined the band on stage, and played "air guitars" (inflatable plastic guitars) for a couple of songs. I wonder how many beers it took to get the guys to agree to go on stage?

We left the concert to grab dinner at a local Mexican Restaurant and joined other AACA & TRAACA members afterward for frozen custard. It was a fun evening, catching up with friends from other AACA Regions.

Unlike last year, Saturday's weather was beautiful—partly cloudy with temperatures in the 70s. All the show vehicles were able to be on display without getting wet.

Our friend from Ft. Wayne, IN, Mike Buchs—a docent at the ACD Museum—received his Preservation Award for his 1989 Chevrolet IROC Camaro. Mike is the original owner of the car. We met Mike's son, grandson and great-grandson (imagine 4 generations of men), at the show. We visited for a while at the show because Mike could not make the banquet and ceremony that night.

We were grateful that our drive home Sunday was pleasant and uneventful. The small entourage of TRAACA members at the Auburn Meet included Bill Coburn, Tom and Tammy Cox, Jim and Donna Elliott, Mark and Marion McAlpine, Al and Sharon Mercer, and Bob and Dot Parrish.



1908 Holsman K 2-cylinder, high-wheel, Runabout



1918 Roamer C-6-54 Sport Touring Car



1919 Walker LA-10 Electric Truck



1919 Templar 445 Roadster



1922 Haynes 75



1929 Dodge Victory Six Sport Roadster Series 130



1930 Essex Super-Six



1931 Lincoln LaBaron convertible



1933 Packard 1001 Roadster



1930 Chrysler 70 coupe



1930 Marquette X351



1934 Nash 1290 Ambassador



1936 Cord 810 Phaeton



1907 Stoddard-Dayton K Roadster



1911 Marmon 32 Speedster



1932 Chevrolet Confederate



1938 Buick Century convertible



1953 Buick 59 "Woody" station wagon



(L-R) 1958 Pontiac Parisienne and 1958 Edsel Roundup



Jim & Donna Elliott's 1966 Chevrolet Corvair



1975 Bricklin SV-1



Still Collecting Stuff —

Signs—Part 3 *“Best of the Best”*

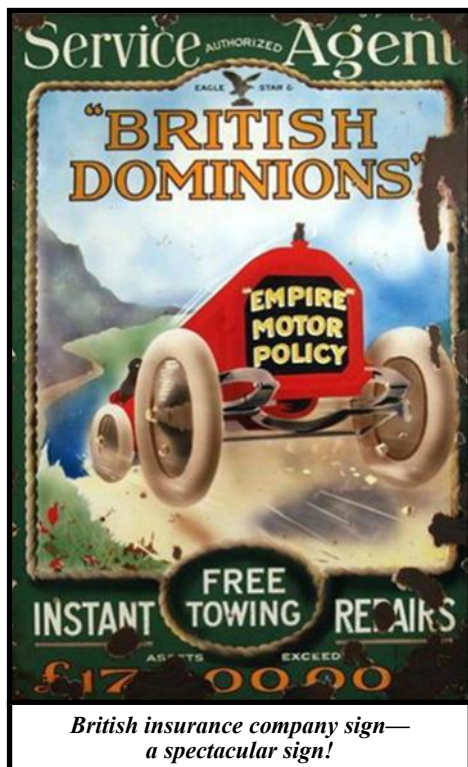
By Terry Bond

I'll conclude my short series on sign collection with a look at some things to be aware of. Trends in collecting anything dictate that stuff rolls over. Supply and demand are prime drivers in the price of doing business. Condition and rarity are also going to play a major factor beyond the simple demand for these objects.

Collectors who bought for investment opportunity will dispose of their collections for profit when the market is right. Today we are seeing large accumulations of investment signs in auctions worldwide. Other eager investors are waiting to pounce. A rising tide lifts all boats, and it's no different in the sign market.

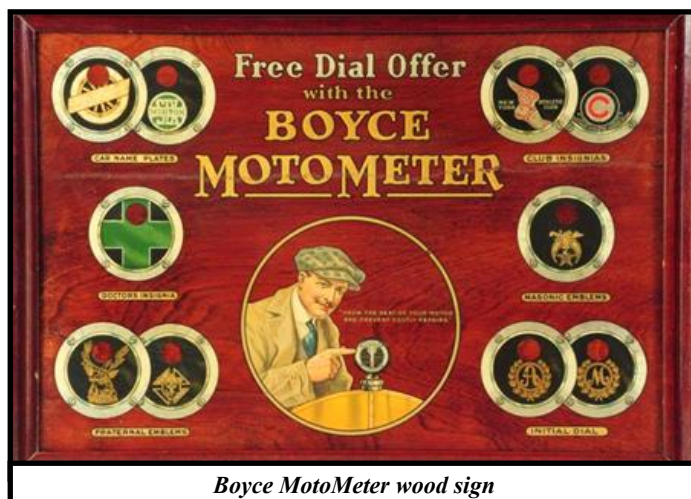
Old time collectors die off and their stuff comes to market. Dealers, pickers, and opportunists are always looking for stuff to move along. It's literally a never-ending cycle. So where do you jump on the merry-go-round?

One of my rules is to collect what you like. If you like signs, there is no time like the present to add a few to your walls. If you are just going to fill space with cute decorator items, there are ample reproductions at very cheap prices for you. If you are looking for the “real deal” though, be prepared to step up to the plate because it won't be cheap. Sure, even a blind squirrel finds the occasional nut, and I've certainly managed that, but if you start now and buy a few quality pieces at a pace you can afford, then in a few years you'll be able to look back and be glad you started collecting when you did.



*British insurance company sign—
a spectacular sign!*

Decide how you're going to collect. Auto specialty by brands (Ford, Chevrolet, etc.)? Are you after porcelain? Early 1900s? Gas, oil, tire, etc. etc. There are many different ways to do it, but I recommend a theme. You can add the occasional bargain, but my theme has always been automotive accessories and related. I've steered clear of dealership signs as they've always been just out of reach for me.



Boyce MotoMeter wood sign

Every collector has a few items to sell or trade, so don't forget to network and get to know other collectors. I've had great stuff drop into my lap from other collectors who found an item that doesn't really fit in their “theme.” Hit the swap meets, antique shows, and flea markets, and when you do let folks know what you are after.

Think unconventionally. I personally always enjoy railroad-themed shows and swap meets. There are always a few good advertising signs there. Did you ever consider bottle shows? I've found advertising signs at those venues as well.

Of course, advertising shows always produce the great stuff, but I love that Allentown, PA, paper and rare book show that I've written about before. I've found some great early auto advertising stuff there.

Pick our brains! Knowledge is power and armed with the knowledge of a serious collector, rather than a casual accumulator, you'll avoid being stung with fakes and over-priced, patched-up junk. That said, I'm not (and nobody is) the world's foremost authority. The markets are just too volatile, and things change rapidly. Still, a dedicated collector will stay in touch with the market, be aware of new discoveries, collections “on-the-block,” and also be aware of reproduced or fantasy items intended only to deceive.

In sign collecting, like everything else, there are a few unique terms you should know:

Die-cut—the sign has been produced so it is cut around a part of the image to help it stand out.

Self-framed—some signs, both tin and porcelain, are produced with



One of the most amazing early porcelain signs ever—circa 1909—only a few known



*The most in-demand sign existing—
“The Winner—BP”—circa 1920, large size.
Also seen printed in French.*

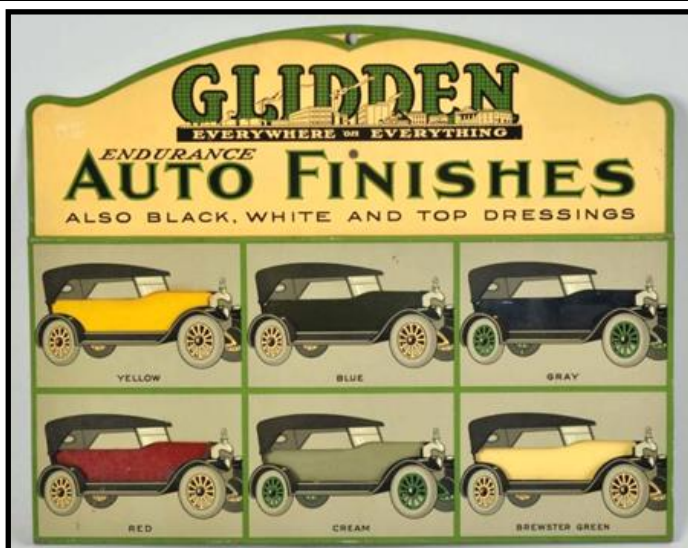
Flange mount—some signs are produced with a mounting flange on them so they will “stick out” from the wall and can be seen from the side. These are also often printed “double-sided.” Beware here of signs that have their flanges straightened out, or even cut off for wall mounting. You’ll often find these in picture frames. With no holes in the signs around the edges there is no other way to hang them without the flange. There were some early tin lithographed signs produced with wooden framework, but I’ve never seen a porcelain sign intended for framing.

I’ve enjoyed sign collecting. My walls are nearly covered and all I can squeeze in now are a few good flange-mounted signs unless we can put an addition onto the barn! Along the way, I’ve come to know a lot of other collectors worldwide. Remember, I started collecting while in the UK, so some great British signs have come into my possession, or I’ve enjoyed seeing and photographing them in other collections. As I conclude this series on signs, I wanted to leave you with a few photos of what I consider “the BEST of the BEST.” Enjoy, and happy collecting.

Terry Bond

a raised edge that resembles a “frame.” It’s part of the sign. Beware of signs that have actually been framed in the conventional way. Serious edge chips may be hiding, or you may find it’s only a piece of a sign with a major portion missing.

Double-sided—signs printed on both sides so they can be hung from hangers and viewed on either side. True, you can only see one side at a time, but why pay a double-sided price for a single-sided sign!



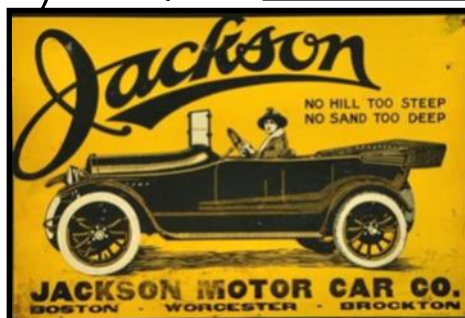
Glidden Auto Paints celluloid-covered cardboard sign—very rare



Lithographed tin Marathon Tires sign—very rare



Very early Pratt's Motor Spirit with auto illustrated. Rare, English, circa 1906.



*Rare tin, Jackson Motor Car Company sign.
(Jackson produced cars from 1903-1923.)*



A fabulous early Harris Gasoline Engine Cylinder Oil porcelain sign—very rare.

Frosty the 1958 Mercedes-Benz 190 SL

Story and Photos by Jim Villers



Jim Villers' "Christmas present"—a 1958 M-B 190 SL project

Each classic car has a story and my current Mercedes-Benz 190SL restoration project has an interesting tale. The saga began when a friend notified me that there was a 190 SL on Craigslist that I should check out. After a couple of clicks, a series of beautiful pictures emerged with a price that did not appear to be related to the quality of the vehicle and the listing was in Virginia Beach. I immediately suspected a scam; a 190 SL on Craigslist? After some effort, I was able to access the telephone number and, of course, no one answered, so I left a message. In about an hour, I received a call from a heavily accented individual who I finally determined represented the car. All I wanted was a street address so that I could inspect the car. To my surprise, he gave me an address and agreed to meet me in about an hour. This was a real car and a real for sale listing. After a short period of time inspecting the car and negotiating for all of the Mercedes items, I emptied my wallet of cash as a down payment and agreed to follow up with a full payment check in a couple of days.

Wow, what an experience. I was not looking for a car and within a period of three hours I had bought a 1958 Mercedes-Benz 190 SL project. The car was mostly disassembled with shelves and boxes of parts. I was "assured" that the car was complete and every part was there. Have you heard that before?

Picking up the project took multiple trips with my car trailer. Not only did I receive the car with all of its parts, but I also received parts from a second "parts" car. The car also came with a box of receipts, paperwork, and manuals.

Now some background that I have learned from the extensive paperwork that accompanied the car. The restoration project was begun by Jim Strouse of Norristown, Pennsylvania. It appears that he had owned another 190 SL and then purchased this car in March 1987 as a restoration project. I assume that he had a previous 190 SL as he had a complete folder of 190 SL Group Newsletters since the club was established in 1983. The box also contained a "first edition" of the Group Technical Manual that was first printed in 1987. The previous club membership registrar checked her old records and found that he received Manual #171.

The folder of receipts even documented the maintenance and parts purchase of the previous owner, Neil Wise of Haddonfield, NJ. These receipts documented numerous purchases of many items back to 1978. It is interesting to note that many of the parts came from the same suppliers that I have used over the years with my car.

Jim Strouse must have been a very detailed guy as he systematically disassembled the car with restoration in mind. Each item was placed in a plastic bag with a note or drawing to

indicate what it was and where it came from.

While I do not have any pictures or description of Strouse's early work, it is easy to infer his process by tracking the receipts. The car was probably on a rotisserie as he purchased floor pans, rear fenders, frame rails, and a new nose panel. He also purchased a lot of grinding wheels, sand paper, quarts of primer, and other finishing materials. Inspecting the car now, it is easy to appreciate his workmanship as the panel replacements can't be easily distinguished from original metal. He paid strict attention to the correct details of color and finish under the car.

As Jim worked on the car and determined that items were not perfect, he purchased parts or had the old parts refurbished. The project came to me with all new or refurbished chrome items for the entire car. From bumpers and grills to stone guards, and even seat frames, all of the chrome items were in perfect condition. The boxes contained more surprises: a full leather interior kit, a new convertible top, a complete rubber gourmet kit, and all of the rubber body seals were new in Mercedes-Benz bags. The final surprise was a new tar-top battery, purchased in 1992, and which had not been activated with electrolyte.

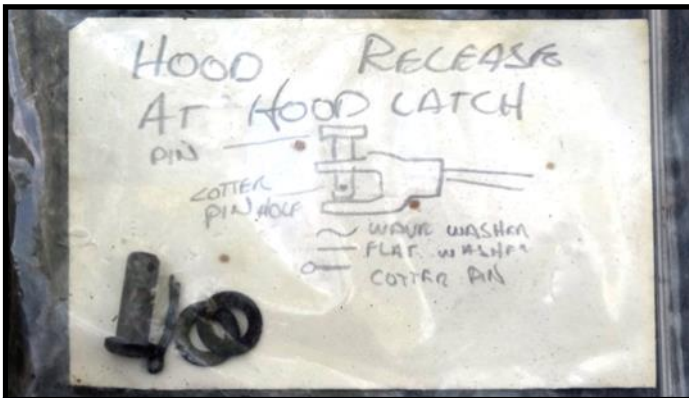
Proceeding with the story, something occurred with Jim Strouse as the receipt documents abruptly stopped in 1994. The car and all of its parts were sold in 2011 to Jacques Matz of Virginia Beach. I met Jacques at about that time when he came by to ask about parts sources and to look at my car. I never quite figured out where he lived and he never contacted me again.

From the receipt trail, Jacques continued the project, maintaining the quality of craftsmanship. He had the car's exterior painted with the original Glasurit DB180 silver gray metallic paint that was indicated on the car's data card. He then began the assembly, installing the new wiring harness, exterior chrome, and many other details. At this point, the project stalled again until I purchased it in November 2015.

What a thrill. I have owned my 1961 190 SL for 45 years and have performed every mechanical task on the car at least twice. I have thought about "restoring" my car, but always considered it too good to restore. The paint was OK, chrome was fair and the interior still had some original leather. Now I had a 190 SL that I could make as perfect as I could and still have my old car as my faithful driver.



Frosty's rebuilt 1,897-cc, overhead cam, 4-cylinder engine



A sample of how the previous owner recorded the parts he removed

Every car needs a name and since this car arrived in my garage in the holiday season, it became a Christmas present to myself and acquired the name "Frosty" after the snowman jingle and the cars reflective silver color. After the first year, Frosty has stuck as the perfect name.

With Frosty in the garage, it was time for a thorough inspection to determine what I had bought and how I needed to proceed to complete the restoration. On the positive, I was overwhelmed by the quality and quantity of freshly chromed items; from the bumpers and grill to the dozens of little items like the heater levers and seat frames. The body paint was excellent but the surface lacked the shine of show paint. A mechanical inspection discovered that the mechanical components had not been touched; the rubber rear axle boot was split, the front kingpins had a noticeable clunk and the steering box leaked oil. Some sort of insect had invaded the new jute pads installed under the dash and the digested jute dripped from the area. There was lots of work to do just to begin this project.

After taking lots of pictures (you never seem to have enough or the right "before" images), the cleaning began. Washing, vacuuming and scrapping to get all of the old jute out. I then removed the windshield and all of the exterior chrome items and had the car hauled to a body shop where the entire car was polished to a gleaming shine. What a difference a good body man can do to a car with a buffer and a little time. Frosty's skin now glowed, and it was time for the real restoration to begin.

I began by focusing on the mechanical items under the car. The drive train is the heart of the car and it must be right. The rear axle was split, a solid boot installed along with new axle bearings and seals. The front suspension was removed, new kingpins installed, the steering box disassembled and the seals replaced. The drive shaft was rebuilt with new U-joints and center bearings.

The entire brake system had been fully redone 25 years before, but the old fluid had frozen the wheel cylinders and even leaked on and corroded one wheel. While working on the brakes, I noticed that the cylinders had a bronze sleeve. Searching the folder of receipts, I found that they had been sleeved by White Post Restorations in 1991. The bronze sleeves did their job as I was able to clean the cylinders so they still looked perfect.

I next turned my attention to the installation of the new wiring harness. My thoughts were that the wiring must be correctly installed and working before anything else can be installed. Here is where it was nice to have an original car to use as a guide. The rear wiring harness run was adjusted to fit correctly. With the dash removed, the harness was fully connected to all switches and gauges to fully verify operability. It is easier to make changes with the dashboard removed than while lying on your back peering up into a tangle of wires.

In a restoration everything is in the details, and the heating/ventilation system presented a challenge. The unique WSN5

hose clamps, consisting of a length of galvanized banding and a cotter-key like twisting clamp, were interesting, but installing heater control new wire cables to the heater valves and connecting them to the control levers were a challenge.

Building the engine was another immersion into the details of the correct colors, metal finishes, correct hoses and hose clamps. The correct hose clamps on a 190 SL depend on the year of manufacture and a couple of clamps only come from a specialty supplier in Germany. The distributor is also unique as Mercedes-Benz incorporated a method of adjusting the ignition timing to acuminate the world-wide fuel octane levels. The earlier cars had an adjustment knob on the dash; my 1958 had a manual thumb screw on the distributor while later cars had an adjustor that required loosening a bolt.

The two large Solex P44 carburetors dominate the engine compartment with their yellow plated screws, vacuum operated secondary venturi, complicated "hot start" mechanism, a float overflow pipe that connects the carburetors and drains to the base of the radiator, and, finally, a small metal tube for draining excess fuel from the throats, away from the hot exhaust manifold when the engine is stopped.

With the mechanicals completed, the engine installed and running satisfactorily, vintage, wide white-walled bias ply tires mounted, it was time for the cosmetics of the restoration. Beautifully restored gauges and new indicator lights were installed in dashboard, door window glass was fitted with new runners and trim, the door panels, freshly covered in leather went on next, and the chrome handles fitted. With rugs and rubber mats installed, the leather-covered seats provided that proper luxurious welcoming appearance. The installation of a German weave canvas convertible top was the final item. Frosty was complete.

When I read over this article it appeared overly detailed, but a restoration is all about the details. It is the details that are interesting and there is something new to learn and discover almost every day. I specifically recall working on the windshield washer and focusing on the correct type and routing of the hose. My project came with a coil of old black rubber hose while all of the restorations I have seen utilized clear vinyl hose. With help from the club's on-line forum, a picture was discovered in an old service bulletin showing black rubber hose and its routing around behind the driver's side heater box. I must be a "car guy nerd" to call this fun.

I would be negligent if I did not give credit to the craftsmen that supported my project. Chuck Botwright at Abacus Racing is my "go-to" machine shop genius; George McQuain is my paint and body guy; Ken Dimitry does excellent powder coating, Advanced Finishing Systems did the industrial plating, and Paul Cho is an interior magician. It takes a village to restore a car.



Frosty's interior after restoration



TRAACA Theater Night

Saturday, May 20, 2017

Story by Marion McAlpine. Photos by Marion & Mark McAlpine.



The Smithfield Little Theatre in picturesque Smithfield, VA

On May 20, 2017, the weather in southeast Virginia was beautiful, with low humidity and temperatures in the 70s. On that Saturday, members of the TRAACA and its sister region, the Historic Virginia Peninsula Region (HVPR), joined together for an evening in Smithfield, VA.

The evening began at 5:30 PM with dinner at fellow TRAACA member Ron Pack's restaurant—the Smithfield Station. The group enjoyed a choice of five delicious entrées, complete with potatoes and vegetables. For those of us who saved some room after dinner, there were some delicious desserts to choose from. The food and service were excellent, and there was a lovely view of the Pagan River outside the restaurant. We also enjoyed seeing many Smithfield High School students who were having dinner in the restaurant before attending their prom that evening. The young men were dressed in tuxedos, and the young ladies wore beautiful gowns. (Their prom was held in the same building as the Smithfield Little Theatre.)

We finished dinner and proceeded up Church Street to the Smithfield Little Theatre to see the 8:00 PM performance of *GREASE*. The play was fantastic! Much of the choreography was done by fellow TRAACA member Leslie Scarpelli. The cast of actors and actresses



WAXX DJ from the show entertained the crowd before the play

consisted mainly of high school and college students. They had terrific voices and put on a wonderful show. And you couldn't beat the price of \$15.00 per ticket. The play brought back memories of the movie *GREASE*—the singing, the dancing, the clothing—and there was even an old hot rod car. Okay, so the car was really a wooden mock-up of a vehicle, but it was an entertaining show.

The evening was wonderful, and we all had a terrific time. TRAACA participants included: Ellen, Jerry, Kaylan, and Abigale Adams; Al Becker; Kim & Travis Berry; Susan & Terry Bond; Donna & Jim Elliott; Jimmy Flanders; Sandy & Richard Hall; Lynn & John Heimerl; Marion & Mark McAlpine (with friends Margie & Mark Anthony); Carol & Wayne Milligan; Dot & Bob Parrish; Linda & Bob Pellerin; Leslie & Tony Scarpelli; Marty & Neil Sugermeyer; Barbara & Ken Talley; Linda & Bill Treadwell; and Susan & Bob Woolfitt. Nancy & Gordon Garnett purchased tickets, but unfortunately were unable to make it. Several HVPR members who were present are not listed, and some TRAACA members are also HVPR members, but between the two regions we had 45 reserved seats at the Smithfield Little Theatre. We're looking forward to going back to see *Harvey* in February.



"Swine & Roses"—one of Smithfield's decorative pigs

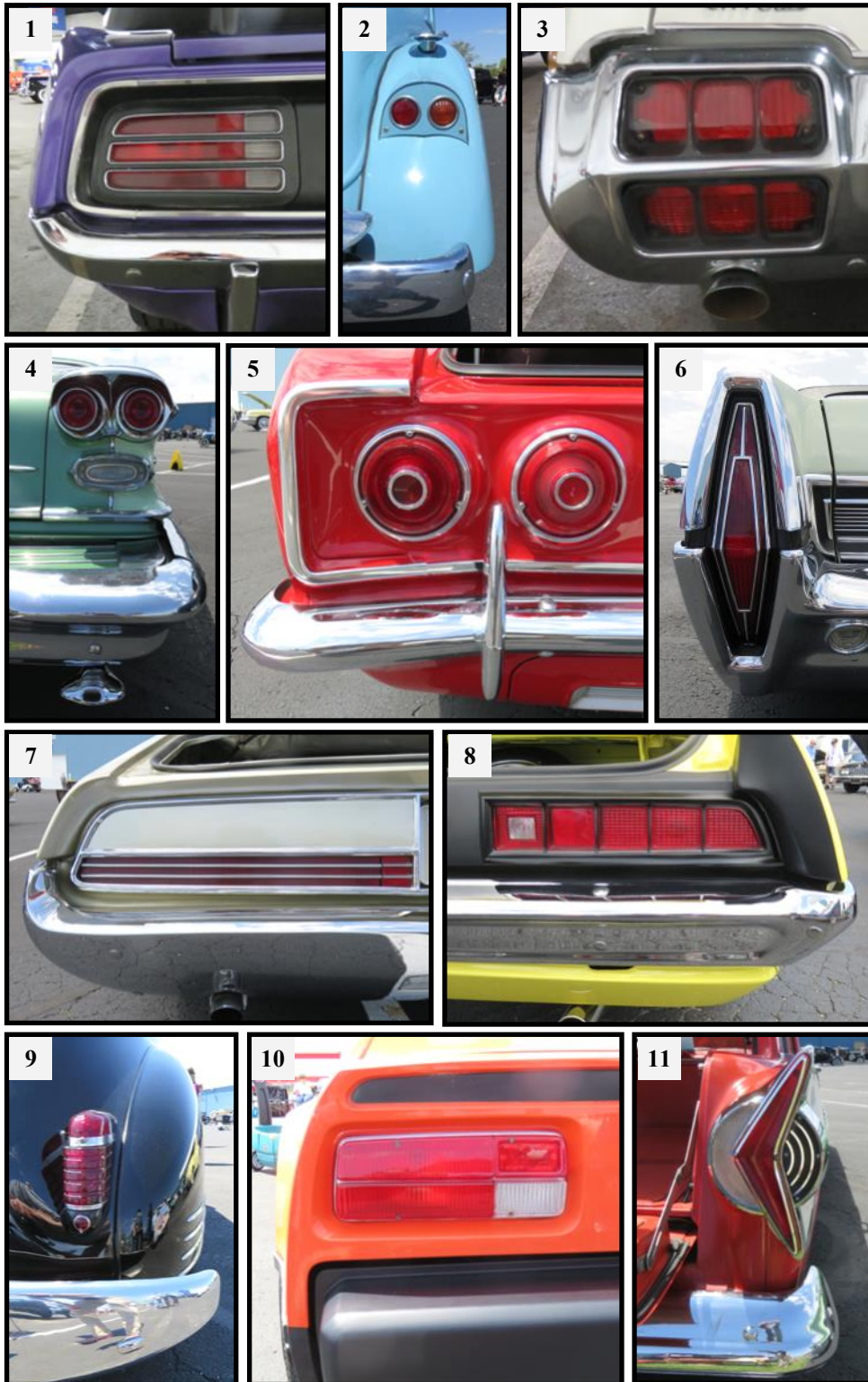


The view of the Pagan River from the restaurant

Name That Car!

Game and photos by Mark McAlpine

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



ANSWERS: 1) 1970 Plymouth AAR Cuda; 2) 1936 Pierce-Arrow 1601 coupe; 3) 1972 Oldsmobile Hurst Olds Cutlass 4) 1958 Pontiac Parisienne; 5) 1966 Chevrolet Corvair; 6) 1968 Mercury Parklane; 7) 1966 Oldsmobile Toronado; 8) 1971 Ford Torino Cobra; 9) 1942 Packard 160; 10) 1975 Bricklin SV-1; and 11) 1958 Edsel Roundup station wagon.



AACA Calendar of Events

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

JUNE 2017

4-9 Founders Tour (1932-later)
Gettysburg, PA

15-17 Annual Grand National Meet
Independence, MO

JULY 2017

17-21 Vintage Tour
Wellsboro, PA

AUGUST 2017

17-19 AACA Central Fall Meet
Bettendorf, IA

SEPTEMBER 2017

17-22 Glidden Tour (AACA-hosted)
Hastings, NE

OCTOBER 2017

4-7 AACA Eastern Fall Meet
Hershey, PA

FEBRUARY 2018

8-10 AACA Annual Meeting
Philadelphia, PA

MARCH 2018

2-3 AACA Special Winter Meet/
Special Grand Nat'l Meet
San Juan, Puerto Rico

APRIL 2018

5-7 AACA SE Spring Meet
Charlotte, NC

20-21 AACA Western Spring Meet
Tucson, AZ

MAY 2018

11-12 AACA Central Spring Meet
Auburn, IN

31- Annual Grand National Meet
2 Jun Greensburg, PA

SEPTEMBER 2018

12-15 AACA Central Division Tour
Texas Panhandle

OCTOBER 2018

10-13 AACA Eastern Fall Meet
Hershey, PA

21-26 Founders Tour
Metropolis, IL

NOVEMBER 2018

5-9 Sentimental Tour
Natchez, MS

FEBRUARY 2019

7-9 AACA Annual Meeting
Philadelphia, PA

MAY 2019

25 AACA Grand National Meet
Allentown, PA



Three Down, Just Five More to Go . . .

By Roger Irland
AACA Vice President Judging

(Reprinted from the April 2017 AACA *The Judge* newsletter)



I'm sure that most of you know that we lost Herb Oakes [former AACA VP Judging & AACA Past President] just before the Annual Meeting. While we all will miss him, I will particularly miss having him around to ask questions and help me to steer this thing in the right direction. I know full well that I have big shoes to fill, and I appreciate having Hulon

McCraw (also some big shoes) to count on for wise counsel.

I also appreciate that we've created a corps of seasoned judges, such as yourself, along with good *Official Judging Guidelines* and training to keep us on top of our game. And, let's not forget an excellent team at Administration who check and double-check (and keep us honest) before feeding the results into the computer to make sure that every car gets the award it has earned.

I want us all to remember that, as judges, we have customers that we serve—the car owners, who are also fellow club members. We all came here to enjoy our passion for cars of the past (and trucks, buses and two-wheelers, as well). So, it's got to be fun, or why would we do this? Treat the owners with respect and make sure that whatever they have brought to the party, we appreciate that they have taken the time and gone to the expense to spend the day with us.

Speaking of training, take advantage of all that you can get. Even if you don't need a CJE [Continuing Judges Education] to stay current, take one that you haven't done at the next meet.

Also, we'll be putting on a Team Captains School in Bettendorf in August and I'll try to find a space to do one at Hershey in October. Stay tuned.

Thanks for all you do to contribute to the success of the AACA judging program.

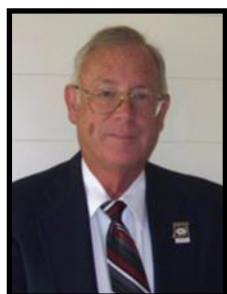
See you out on the road!



Observations from a Chief Judge

By Chuck Crane
AACA Executive Vice President

(Reprinted from the Winter 2017 AACA *The Rummage Box* newsletter)



Reflecting on the AACA Central Division Fall Meet held in Galveston, Texas, in October 2016, a few thoughts are appropriate for our members who may be first timers entering a national meet.

We had 124 vehicles ranging from a 1904 Curved Dash Oldsmobile to 1991 vehicles. At many meets, your Chief Judge and others review all the cars before judging starts to see if they are in the proper classes and to determine if they should change category, e.g., do they fit best in HPOF (Historic Preservation of Original Features), or Class Judging, or in DPC (Driver Participation Class) for those cars we love to tour in which have received some comfort modifications. At Galveston, we reclassified over 30 vehicles.

Most of those owners were rather confused about what every category represented and said we're not judges so we didn't know what to put down. Very simply, go into Class Judging; if you can look at your car and honestly say

"If I was buying this car from a dealership as a new vehicle, I would accept it." You're looking at it as a judge would, but you don't have to worry about authenticity since it just came from the factory. After all, our AACA definition of the 400-point vehicle is that it must be restored to the level when it was delivered from the factory to the dealer and that includes proper tires. Would you take delivery of a vehicle with a run in the back quarter panel? If you look at it like a great used car with a few flaws, it probably belongs in Driver Participation Class (DPC), which is a certification class but not point judged. If it looks like Grandpa's 1952 Chevy with 12,000 original miles which never sat outside in the rain, it is probably appropriate for HPOF.

Please take the time to take a good hard look at your vehicle before you register so you and your pride and joy may receive the right award at the close of the meet. You'll be glad you did. We had a great 1991 Imperial registered in DPC at Galveston which I felt could compete in class judging, which the owner agreed to. He was overjoyed with his First Junior award at its first-ever showing.





TRAACA MEMBERS' PAGE

Welcome to our New Members!

James & Pamela Gregg
Norfolk, VA
- 1969 Cadillac DeVille convertible
- 1976 Cadillac Eldorado convertible
- 1983 Cadillac Coupe de Ville



Recent Award Winners



AACA Central Spring Meet—Auburn, IN:

Jim Elliott 1966 Chevrolet Corvair
Repeat Preservation Award

Judges Awards Presented at AACA Auburn Meet

Donna Elliott 10 Judging Credits

AACA E. Spring Meet—Huntington, WV:

Scott Davies 1958 Chevrolet Corvette
First Junior Award

Jim Villers 1958 Mercedes-Benz 190 SL
Senior Award



Members celebrating anniversaries in June



Barry & Mary Ellen Basnight
Bob & Pamela Bond
Dick & Holly Chipchak
Richard & Linda Cooper
Charlie & Sandy Dawson
C.E. & Annette Gardner
Albert & Georgiann McVicker
Al & Sharon Mercer
Ed & Diane Monroe
Reggie & Cindi Nash
Ken & Sarah Saiya
Sal & Jo Ann Saiya
Mark & Sue Strang
Neil & Marty Sugermeyer
Rad & Margie Tillett



Members celebrating birthdays in June



Travis Berry	George Keen
Briant Capps	Sam Kern
Dick Chipchak	Bette Lawrence
John Clark	Mark McAlpine
Mary Beth Clark	Toni McChesney
Bill Coburn	Dick McNinch
Susan Collins	Debbie Meadows
Richard Cooper	Cathy Miller
Sandy Dawson	Reggie Nash
Roland Downing	Bob Roughton
Harold Eacker	Barbara Sieck
Marjorie Joslin	Bob Stein

Sunshine Report

Our thoughts & prayers go out to the following members:

- **Bob Bond** had an infection in his finger and was in the hospital for six days, but is home now.
- **Gordon Garnett** had numbness on the right side of his face on May 20th, was checked out, and is doing well.
- **Bob Hanbury** had kidney stone surgery on May 31st.
- **Frank Lagana** injured his right wrist and is wearing a splint as it mends.
- **Mickey McChesney** had cataract surgery on his left eye on May 16th.
- **Frank Stevens** is not doing well—his health continues to deteriorate.
- **Janice Weaver** continues to recover from heart surgery. Her test results are good and her heart continues to get stronger.
- **Bill Wilcox** continues speech therapy following his oral surgery. He also had a lymph node excision procedure.

Please provide updates on the health of TRAACA members to Vickie Doscher at 672-3755 or vlv78@hotmail.com.



CONGRATULATIONS!



Congratulations to TRAACA Vice President Matt Doscher who is retiring from the United States Coast Guard on Friday, June 2, 2017, after 23 years of service to our country. Our sincere thanks to Matt for his dedicated service and to both Matt & Vickie for their sacrifices over the years—best wishes to you both as you begin this new phase of your lives. (And now you, too, join the ranks of retirees that the active duty military complain about clogging the aisles of the Commissary.) Semper Paratus!



Neil Sugermeyer pulls his & Marty's 1932 Franklin into its new home in Smithfield, VA. Their Willys made the trek the week before.



Historic Fredericksburg Region AACA

60th Annual

Antique Automobile Show Fredericksburg, VA

Saturday, June 3, 2017

8:00 AM—3:00 PM

Preregistration: \$20 (must be postmarked NLT May 30)

Registration after May 30: \$25

First 175 vehicles registered and on the show field receive a dash plaque

For more info see HFRAACA website: <http://hfraaca.org/>
or contact Meet Chairman J. Gordon Brown at (703) 725-7948



**DOWN
THE
ROAD**

Other Regional and Local Events

JUNE 2017

- 2-4 Carlisle Ford Nationals
Carlisle, PA
- 3 Historic Fredericksburg
Region AACA Annual Show
Fredericksburg, VA
- 9-11 The Elegance at Hershey
Concours d'Elegance
Hershey, PA
- 11 9th Annual Williamsburg
Invitational Car Show
Williamsburg, VA
- 11 A Celebration of Jim Lewis
Dwight & Jane Schaubach's
Suffolk, VA
(details in *Mud Speck*)
- 17 Summer Thunder Fest
Car, Truck, and Bike Show
Langley AFB, VA
- 17 Tour of Fantomworks
(invited to join tour by the
Cape Henry Model A Club)
Norfolk, VA
- 23-25 Carlisle Chevrolet Nationals
Carlisle, PA
- 24 Richmond Region AACA
48th Annual Car Show &
Swap Meet
Richmond, VA
- 24-29 Northwoods Auto Tour on
the Lincoln Highway and
Jefferson Highway
Dennison, IA, to Winnipeg,
Manitoba, Canada

JULY 2017

- 14 Collector Car Appreciation
Day Car Show
Daniels Performance Group
Smithfield, VA
- 14-16 Carlisle Chrysler Nationals
and Hurst Nationals
Carlisle, PA
- 15 Collector Car Appreciation
Day Car Show
Gloucester, VA

AUGUST 2017

- 5 U.S. Coast Guard Birthday
Car Show
Portsmouth, VA
- 19 Khedive 26th Annual
"Fun-n-Shine" Car Show
Chesapeake, VA



Richmond Region AACA

48th Annual

Car Show & Swap Meet Richmond Int'l Raceway

Saturday, June 24, 2017

(Rain date: June 25th)

8:00 AM—3:00 PM

Preregister by June 4: \$20 (entered into \$50 drawing)

Day of Show: \$25

Swap Meet Preregistration (by June 4): \$25

Day of Show: \$30

Spectator Entry Fee: \$5 (children under 12 free)

To register or for more info go to RRAACA website: <http://richmondaaca.com/>
or contact Meet Chairman Joe Guckert at (804) 516-0440 or e-mail ndjoe79@hotmail.com



Smithfield Olden Days Festival



Friday-Saturday, June 24-25, 2017

On Friday, June 24, 6:00-9:00 PM: Cruise-In
on Main Street in downtown Smithfield

Free concerts by *Anthony Snape* and *Ocean Breeze*

On Saturday, 25 June: Toys for Tots Car Show
9:00 AM—3:00 PM

Registration: 8:00-10:00 AM / \$20 donation to Toys for Tots
Kids, Bike and Pet Parade / 25th Pagan River Raft Race

For more info go to Genuine Smithfield Olden Days website: <http://www.genuinesmithfieldva.com>



EDITOR'S DESK

Marion & Mark McAlpine

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

You know the old saying “when it rains it pours”? The month of June is shaping up to be a month when these words are a perfect description. I was looking at our calendar for June and there are many things happening, and not just car-related things. Several TRAACA members have told me about graduations, retirements, baby showers, weddings, etc., they are planning on attending in June. Some of these events, such as graduations (whether high school or college), follow the end of the school year and thus are predetermined. I am not sure why June is such a popular month for the other events, other than the weather tends to be nice in June and maybe because people are available to attend events if their kids are out of school. For whatever reason, June is a busy month for many people.

“When it rains it pours” is a great segue into—what else—car events coming up in June. If you have been reading your recent *Mudflap* newsletters and *Mud Speck* e-mails you will have noticed that the TRAACA activity for June is a tour to Richmond, VA, on June 24-25. The information has been on the club calendar for several months, is on the front page of this issue of *The Mudflap*, and will be in upcoming *Mud Specks*. Please take a look at the fun activities planned for the tour, and e-mail Matt Doscher if you would like to attend.

You can travel to Fredericksburg, VA, this weekend

(Saturday, June 3rd), for the Historic Fredericksburg Region AACA Annual Show. We have been to this show in the past, and the region does a really nice job putting it on. The vehicles are parked along the tree-lined streets of downtown historic Fredericksburg.

Or closer to home is the Monitor Lodge Car Show in Newport News, VA, also on June 3. Next weekend, check out the 9th Annual Williamsburg Invitational Car Show in Williamsburg, VA, on Sunday, June 11th. This is an invitation-only show, but you can always go as a spectator. On Saturday, June 17th, there is a show being put on by military spouses—the Summer Thunder Fest Car, Truck, and Bike Show at Langley AFB, VA.

The AACA Annual Grand National Meet is being held in Independence, MO, on June 15-17. If you are planning to go, Terry Bond mentioned that the Steamboat Museum located there is a must to see.

If you are looking for local car events to attend, there are numerous cruise-ins at shopping centers, churches, schools and even along the streets of some cities. Almost any place with a large parking lot that can be used evenings or weekends is fair game. Usually the money collected is minimal and used for local charities. You can find these events: 1) listed on websites such as the Virginia Peninsula Car Club Council (VPCCC) and Classic Car Council of Hampton Roads (CCCHR)—which TRAACA is a member of both; 2) in newspaper events calendars; and 3) from flyers passed around at car shows.

It looks like there are plenty of fun things to do in June—I hope you will be able to enjoy some of them.

Marion McAlpine

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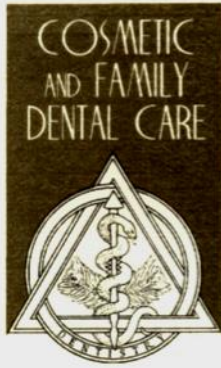
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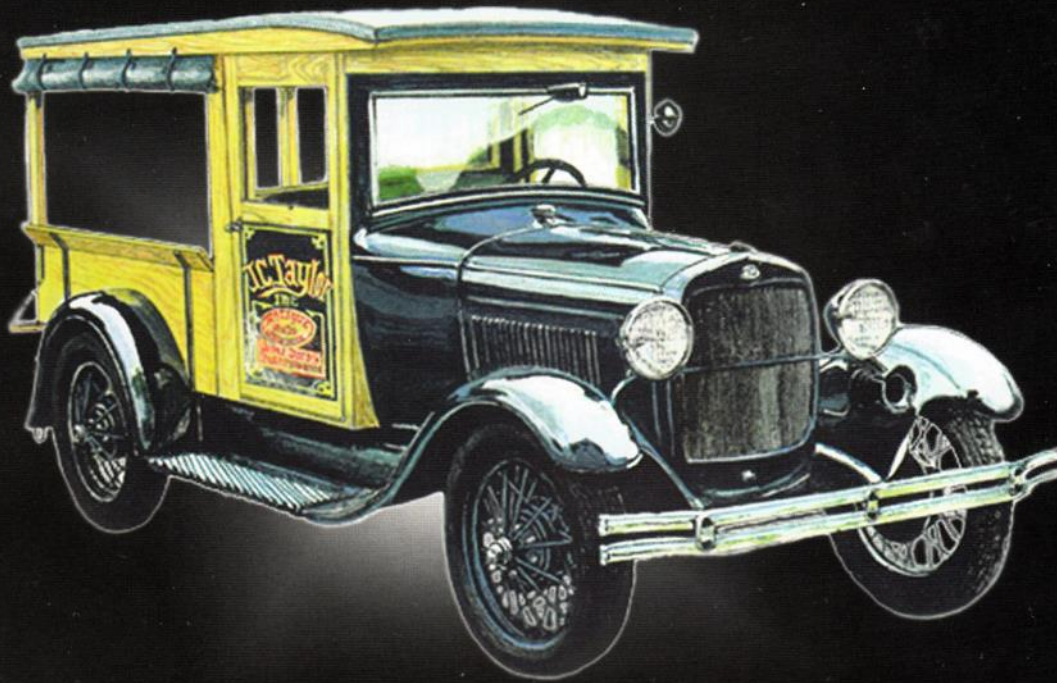
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