

# The Mudflap



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

Volume 60, Issue 7

July 2016

## Yokum's Signature Hot Rods Tour and Moss Motors Tour Saturday, July 23, 2016



Join your TRAACA friends on Saturday, July 23rd, as we travel to Suffolk and visit Kyle Yocum's Signature Hot Rods shop. We'll check out the restoration and customization services offered at Kyle's shop, learn how he shapes raw metal into custom body panels, and see some of the project vehicles he's working on. After our visit we'll drive up Rt 460 for lunch at the Virginia Diner in Wakefield, VA. Following a hearty meal, we'll set out towards Petersburg, VA, and visit Moss Motors.

Moss Motors was founded by Al Moss in 1948, and is based out of Santa Barbara, CA, with an emphasis on British motorcars. It wasn't until 1983 when Moss acquired a company called "Start Your Engines" in Beltsville, MD, that Moss had facilities on both the West and East Coasts. Moss' East Coast operations

moved around to various locations before finally settling into its 112,000-square foot facility in Petersburg in 2008. Since 1948 Moss Motors has been supporting the British car hobby with both parts and service, and is a company run by car enthusiasts for car enthusiasts.

We'll begin our day by meeting in the parking lot of the Cracker Barrel restaurant at 4700 Portsmouth Blvd in Chesapeake, and depart at 9:00 AM to arrive at Signature Hot Rods (1136 Progress Rd, Suffolk, VA 23434) by 9:30 AM. After our tour of Signature Hot Rods, we'll drive to the Virginia Diner (408 County Dr N, Wakefield, VA 23888) for lunch, then continue on to Petersburg and visit Moss Motors (25651 Simpson Rd, Petersburg, VA 23803). We should be back in Tidewater by late afternoon.



**CAUGHT IN THE HEADLIGHTS**—Jim Elliott and his 1978 Cadillac Eldorado Custom Biarritz. Read the story on Page 14.



### TRAACA CALENDAR

Check [local.aaca.org/tidewater](http://local.aaca.org/tidewater) for the latest info on upcoming events!

#### JULY 2016

**12 TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport  
—NOTE CHANGE IN DATE—**

**15 Chesapeake Bay Bridge-Tunnel Tour and Lunch**

**21 TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport**

**23 Tour of Yokum's Signature Hot Rods and Moss Motors Suffolk and Petersburg, VA**

**30 TRAACA Ice Cream Run  
Doumar's BBQ, Norfolk, VA**

#### AUGUST 2016

**3 TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport**

**18 TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport**

**20 Tour of Member's Garage  
Suffolk, VA**

#### SEPTEMBER 2016

**6 TRAACA Board Meeting  
6:30 PM (Tuesday)  
Holiday Inn—Norfolk Airport**

**10 TRAACA Ice Cream Run and visit to Bill Thumel's car collection**

**15 TRAACA Dinner Meeting  
Holiday Inn—Norfolk Airport**

**24 TRAACA 43rd Annual Meet  
Military Aviation Museum  
Virginia Beach, VA  
*No Friday Night Social this year***

#### OCTOBER 2016

**5 TRAACA Board Meeting  
6:30 PM (Wednesday)  
Holiday Inn—Norfolk Airport**

# From the Driver's Seat

Jim Villers  
 TRACA President  
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Our annual spring Swap Meet is always a wonderful gathering of the car people of Hampton Roads and beyond. Terry Bond has headed this event for as long as I can remember, from when it was at the Chesapeake Conference to the Hickory Ruritan Club in Chesapeake to the Military Aviation Museum in Virginia Beach this year. He is now looking for a couple of members to become his partners for next year's Swap Meet so that he can pass on the knowledge of running a first class event. If you are interested in learning about chairing a major event, this is an excellent time to spend some time with a master. You can contact me or Terry directly to ask questions or to express your interest.

While talking about transitioning club responsibilities and work, I would like to compliment Skip Patnode on the transition of the club's telephone "Call Tree" to the new e-mail reservation system. This is a significant step forward, not only in spreading the dinner meeting information, but in gathering the reservations in an efficient manner. Please continue to help Skip make this transition a significant success.

I have talked about Driver Participation Class vehicles in my past two President's messages. Now I would like to talk about driving. We have many uses for our older cars, we clean and polish them, we restore them with new chrome, and we share them with members, car people and the public. Show cars are one category of old cars which

stand alone. I know, as I have three show cars and am working on a fourth. They are the queens of the garage where I retreat for quiet time of doing this or that.

Driving old cars is another matter. Enjoying the warm summer air as Betty and I joined other members for an ice cream at Doumar's Barbecue in Norfolk was a special time. It is the joy of driving, the "thumbs up" from the drivers on the interstate or at stop lights, the time spent with friends. This is the aspect of the old car hobby that I enjoy the most. From the casual "let's meet at," to the caravan to dinner someplace, to the documented rally on roads that I did not know existed, to the three-day drive through wine country, this is fun. So don't let your car just sit in the garage; join us on a drive this summer and enjoy your older car.

I would be remiss if I did not recognize our dinner speaker coordinator Bob Pellerin for his excellent programs. Jeff Holland, our June dinner meeting speaker—exploring the history and management structure of the Chesapeake Bay Bridge-Tunnel—was truly excellent. Remember, we have an inside tour of the bridge tunnel on Friday, July 15. [Editor's Note: Contact Linda Pellerin to sign up, although the tour may be filled by the time you read this.]

One more note on Bob Pellerin: his 1937 Volvo PV52 was a six-page feature car in the July issue of Hemmings *Sports & Exotic Car* magazine, with beautiful, professional photos taken at the Military Aviation Museum and Bob's words: "When you chose to restore a rare car, every little thing can be a big deal, especially getting the details correct." The photographs and awards document how well Bob got everything "correct."

So much to do, so little time; let's have fun: it's an old car kind of day!

*Jim*

## 2016 TRACA Officers & Board

President - Jim Villers: 190sljim@cox.net  
 Vice President - Mark McAlpine:  
 mmmcalpine05@msn.com  
 Secretary - Julie Hobbs  
 Treasurer - Marion McAlpine  
 Board - Matt Doscher  
 Board - Wayne Milligan  
 Board - Skip Patnode  
 Board - Bill Treadwell  
 President Emeritus - Wes Neal

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

## Call Captain's Corner

Chief Contact Captain: Skip Patnode  
[skippatnode@cox.net](mailto:skippatnode@cox.net) / (757) 672-8495

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!

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

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**From the Running Board**  
**June 1, 2016 TRAACA Board Meeting Minutes**  
 (final approved copy can be obtained from Secretary)

**Officers present:** Jim Villers (President) and Julie Hobbs (Secretary). Board members present: Matt Doscher, Wayne Milligan, and Skip Patnode. Members present: Bob Parrish, Dot Parrish, and Tony Scarpelli.

**Absent Officers:** Mark McAlpine (Vice President) and Marion McAlpine (Treasurer). Absent Board Member: Bill Treadwell.

**Quorum:** A quorum was determined present and the meeting called to order by Jim at 6:31 PM.

**May Minutes:** Were reviewed by the entire Board and approved on 24 May 2016.

**Treasurer’s Report:** Presented in printed form to all members present, read and discussed by Jim Villers, and approved.

Jim Villers stated that the National Office has sent a letter asking for our share of the National Officer Liability Coverage which amounts to \$110.00. He explained that this is insurance to cover all actions by the regions in the National Membership; because of the amount due, there is not a requirement for approval by the Board for this amount.

**Activity Committee:**

- Matt reported that the 18 June 2016 Ice Cream Social will be held at 7 P.M. at Doumars in Norfolk.
- 25 June 2016 Run to Chippokes Plantation State Park: meet at Cracker Barrel Restaurant on Portsmouth Blvd in Chesapeake, depart at 10:30 AM, with a tour of the museum; unsure if there will be running steam engines demonstration or not. Meal afterwards to be determined. President Villers suggested that the club pay the \$5 admission fee for cars from the \$500 set aside for such events.

**Call Tree Person:** Skip Patnode reported that he is down to possibly twelve persons that he is still researching on how to contact. All agreed that he is doing a remarkable job in reworking the program.

**Restaurants:**

- The next monthly dinner meeting will be 16 June at the Holiday Inn—Norfolk Airport.

**Membership Status:** President Villers reported that as of May 30, 2016 there are 166 members including three new members: Jimmy Stork, John & Sandra Singletary,

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Christian Durken, and returning members Jody & Lisa Dudley.

**2016 Wings & Wheels Show:** Meet Chairman Tony Scarpelli, 4th Year Chairman, gave a presentation of the plan for new ways to make money with the annual show and to create more interest. His current idea is to bring Dan Short from Fantomworks to the show to give a class on how to buy a classic car. In addition; he may bring his film crew and do a publicity shoot that would give us even more advertisement for future shows. There were discussions about his reputation and problems at other shows. The idea was approved by majority of the Board.

**Unfinished Business:** Awards Manual—no report.

**New Business:** Bob Parrish has received notice from National that the Tidewater Community College (TCC) program has not developed; TRAACA is doing all of the work; no members from TCC have renewed their membership after their free membership expired; there are no meetings being held; no interest being shown by instructors from the college and Melanie Kordis and Jim Villers are doing all of the work. Bob Parrish suggested that we send a letter to dissolve the group. Skip Patnode made the motion to dissolve and Matt Doscher seconded. Motion carried. Jim Villers will prepare the letter to National.

**Other Business:** none.

President Villers: there being no other business asked for a motion to dismiss; Skip Patnode made the motion and Matt Doscher seconded. President Villers adjourned the meeting at 7:13 PM.

Respectfully submitted, Julia Hobbs, Secretary

## TRAACA July Dinner Meeting

### Thursday, July 21, 2016

This month’s dinner meeting is at the Holiday Inn—Norfolk Airport, 1570 N. Military Hwy, Norfolk, VA 23502. Social hour begins at 6:00 PM and dinner is at 7:00 PM. Dinner will be grilled chicken breast, lasagna, house salad, potato salad, green beans, and chef’s choice of dessert. Our guest speaker is our very own Terry Bond, who will give a presentation on automobile-related vintage postcards. Terry and Neil Sugermeier will display multiple albums of vintage postcards, including many from the early 1900s.

*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.*



# AACA Grand National Meet Williamsport, PA



## Thursday-Saturday, June 2-4, 2016

**Story by Marion McAlpine. Photos by Mark McAlpine and Bill Treadwell.**

PENNSYLVANIA OR BUST!! That was the plan for AACA members going to the 2016 AACA Annual Grand National Meet, which was hosted east of the Mississippi this year in Williamsport, PA, by the Susquehannock Region, AACA. (Last year the AACA Grand National Meet was west of the Mississippi in Tucson, AZ.)

For AACA members to be eligible for a Grand National First Award in 2016, they must have obtained an AACA Senior Award in 2015 or earlier.

Mark and I have judged at Grand National Meets in the past, but this year was stressful because we had signed up to judge and also had a vehicle entered in the meet. This year's Grand National was the largest in recent AACA history. There were 644 vehicles registered for the 2016 Grand National. All of the entrants were hoping for either a Grand National First, Senior or Repeat Senior Award.

The 2016 Grand National Meet was held at the Pennsylvania College of Technology in Williamsport, PA. The college offers programs in manufacturing, design, transportation, health, construction, hospitality, business and natural resources. Pennsylvania College offers one of

only a few college-level vintage vehicle restoration majors on the east coast.

The Susquehannock Valley was a lovely setting for the 2016 Grand National Meet. The drive along the Susquehannock River was beautiful and serene. The city of Williamsport, which borders the Susquehannock River, is considered the home and birthplace of Little League Baseball. The first Little League game was reportedly played on June 6, 1939, in Williamsport. Every August the Little League World Series is played in Williamsport. In the center of town the four street corners of an intersection are decorated with bronze statues of children depicting a baseball game in progress.

There were multiple scheduled events AACA members could participate in while at the meet. On Thursday, members could enjoy either a wine tasting dinner prepared on campus or a picnic and sunset river cruise on a paddle-wheel riverboat along the Susquehannock River. Friday events included automotive-related seminars and workshops, tours, an evening picnic, and an ice cream social all held on the campus. The highlight on Friday was the



*Mark & Marion McAlpines' 1970 Chevrolet Chevelle SS-396*



*Bill & Linda Treadwells' 1969 Chevrolet Camaro convertible*



*Mike & Darlene Browns' 1972 Ford LTD Brougham*



*Dick McIninch's 1936 Rolls-Royce Phantom II Drophead Coupe*

keynote speaker, Indy car driver Lyn St. James, who holds many award accolades including 1992 Indianapolis 500 Rookie of the Year (the first woman to win the award).

On Saturday the vehicles were parked on grassy areas among the trees on the Penn College campus grounds. The Susquehannock Region volunteers did a great job getting almost six hundred and forty vehicles parked before judging began at 10:00 AM.

Unfortunately, shortly after lunch the skies opened up and it started to rain. Participants scrambled to close up and cover their vehicles to keep them as dry as possible. Luckily the rain did not last all afternoon.

The Awards Banquet was held off campus at the Scottish Rite Banquet Hall and Auditorium a few blocks

from our hotel. It was a beautiful night, so we and several other TRAACA members walked to the banquet. The food was delicious (especially dessert) and the wait staff did a great job.

We all proceeded upstairs to the auditorium for the awards presentations. After a lot of blood, sweat and bruises, Mark and I were ecstatic to receive a Grand National First Award for our Chevelle. All of the TRAACA members who took a vehicle to the 2016 Grand National obtained an award. (The list of awards can be found on Page 17.)

The drive home was gratefully uneventful. Heavy rain arrived in southeast Virginia after we all arrived safely home.



*Jim & Donna Elliotts' 1903 Cadillac ready to enter the show field*



*1956 DeSoto Firelite Indianapolis 500 Pace car*



*1960 Imperial*



*1957 Pontiac Star Chief convertible*



*1962 Oldsmobile Starfire*



*A gathering of 1970 Plymouth Superbirds (and a 'Cuda)*



*AACA President Bob Parrish presents Mike Brown a First Grand National Award for his 1972 Ford LTD Brougham*



*Bob Parrish presents AACA Board Member Jim Elliott a First Grand National Award for his 1903 Cadillac*



*John Heimerl receiving a Senior Grand National Award from AACA VP Tom Cox for his 1935 Chrysler C2 Airflow Imperial*



*Bob Parrish presents Marion & Mark McAlpine a First Grand National Award for their 1970 Chevrolet Chevelle SS-396*



*Dick McIninch receiving a Second Grand National Award for his 1936 Rolls-Royce Drophead Coupe*



*Bob Parrish presenting Mark Strang a First Grand National Award for his 1970 Morgan Plus 4*



*Bill Treadwell receiving a First Grand National Award for his 1969 Chevrolet Camaro convertible*



*John & Lynn Heimerls' 1935 Chrysler Airflow under wrap*



# TRAACA Chippokes Plantation Tour

## Saturday, June 25, 2016

Story and photos by Terry Bond

Chippokes Plantation State Park, located on the James River in Surry, is one of Virginia's treasures that the TRAACA has not visited in quite a while. The park is a combination of natural history, cultural history, and outdoor activities. Years ago, the club used to travel there for the park's annual steam and gas engine show.

Per the park's website, Chippokes Plantation State Park was "established in 1619 by English Captain William Powell, a Lieutenant Governor of Jamestown, this 1,400-acre farm located opposite Jamestown Island, has been the site of an active agricultural operation for nearly four centuries. Powell named the plantation after Choapeake, an Algonquian Indian Chief who was friendly to the English settlers in Jamestown.

After Powell's death Chippokes changed hands frequently, most times serving as a secondary plantation managed by overseers or farmed by tenants. There are many historically significant buildings and structures that can still be found on the property, including the two plantation houses, original plantation outbuildings, slave quarters, farm buildings and several colonial period archeological sites.

In 1918 Mr. and Mrs. Victor Stewart purchased Chippokes, and lived there until 1967. Upon her death, Mrs. Stewart willed the plantation to the Commonwealth of Virginia for the establishment of a museum of Virginia's agricultural history."

Our small group set off on Saturday, June 25th, to see firsthand a piece of Virginia history almost in our own backyard. Matt & Vickie Doscher in their 1965 Mercury Comet Caliente convertible, Ken & Barbara Talley in their 1970 Cadillac convertible, Jim Villers in his 1961 Mercedes-Benz 190SL, and Susan & I in our 1974 MGB-GT departed from the Cracker Barrel restaurant in Chesapeake and traveled quiet back roads. The almost single-lane road into the park was very scenic and we had the road to ourselves. After a brief stop at the Visitor Center, we drove into the historic park area and toured the Farm Museum. A stretch of open buildings displayed farm equipment, implements, tools and other items unique to the early days of farming. Of particular interest was some of the antiquated equipment used to pick peanuts. OSHA would have a field day with that stuff today!

There were several out-buildings to visit and the mansion itself was originally on our list for a guided tour. We just missed the 1 PM tour, and what was supposed to be a 30-minute wait turned into nearly an hour. Feeling it was going to be a lot longer before we would get in, and with the sound of our group starting to wither from hunger, we decided to skip the tour and head straight for food! As we departed the park, we again admired the

scenic and quiet beauty of this park and wondered if we should schedule another visit next season. With the added attraction of the steam and gas engine show, antique tractors, historic reenactments, and other displays, it could prove to be a nice outing with our old cars.

Our route home was past Anna's restaurant, where we enjoyed a nice meal. As we drove home, we saw a lot of hot rods exiting the Smithfield area where the annual Smithfield Olden Days celebration was taking place. So much to do on a nice weekend!



Matt Doscher tries shelling corn



Jones-Stewart Mansion at Chippokes Plantation State Park



The TRAACA tour enjoying a leisurely drive on back roads

# Smithfield Olden Days Festival Car Show

## Smithfield, VA

**Saturday, June 25, 2016**

**Story and photos by Mark McAlpine**

The Smithfield Olden Days Festival began in the 1980s and truly represents small town America with its kids, bike and pet parade, art & craft vendors, food vendors, live music, raft race, a car show, and dancing bears. (Okay, there weren't any dancing bears, but spectators brought a lot of dogs and at least one pot-bellied pig.) For car lovers, this year's festival included a cruise-in on Friday evening on Main Street in downtown historic Smithfield and a car show on Saturday to benefit Toys for Tots.

Long-time residents of the area say that the festival has changed over the years, especially the car show. In the early years, the car show was primarily classic antique vehicles. Owners would proudly display their old cars and explain their history and special features to admiring spectators. Some even displayed photographs of their cars when they were relatively new, often photos taken in Smithfield or other areas in the region. In recent years most of the cars have been hot rods and modified cars, but you can still see a number of classic original vehicles—many owned by TRAACA members—interspersed among the many cars lining Main Street.

Smithfield Olden Days Car Show organizer Elizabeth Moose works tirelessly throughout the year to raise funds and collect donated toys for Toys for Tots to ensure every needy child in the area receives a Christmas present from Santa. As usual, Elizabeth did a great job organizing this year's car show (even overcoming minor inconveniences like her house burning down two months ago). Car show participants and spectators enjoyed themselves and vowed to come back next year.

TRAACA participants included Charlie Daniels with his "new" 1969 Cadillac Deville convertible, Gordon Garnett with his 1989 Lincoln Town Car, John Heimerl with his 1970 AMC AMX, Chris Hunt with her 1973 Plymouth Scamp, Mark & Marion McAlpine with their 1970 Chevrolet Chevelle SS-396, Tom Norris & Missy Hespenshide with their 1935 DeSoto Airflow, Ron & Tina Pack with their 1947 Chrysler New Yorker, Bob & Rose Perkins in their "new" 1964 Ford Galaxy convertible, Bobby Perkins (riding shotgun with his parents), Andrew Sitar with his 1955 Ford F-100 pick-up truck & his fiancée Brittany White with her 2003 Ford Mustang Mach 1.

Smithfield Olden Days offers something for everyone. Next year it would be great if the TRAACA turned out in force at the car show with our classic vehicles. So mark your calendars now for Saturday, June 24th, 2017. You'll have fun, support a good cause, stir memories and stories from the older spectators and help educate the younger ones about our original, antique vehicles.



*Rose, Bobby, and Bob Perkins with their "new" 1964 Ford Galaxy*



*Tom Norris & Missy Hespenshide with their 1935 DeSoto Airflow*



*Andrew Sitar & Brittany White with his 1955 Ford F-100 pick-up truck and her 2003 Ford Mustang Mach 1*



*Chris Hunt & her 1973 Plymouth Scamp (with a Slant-6 engine)*



*Hot-rod'd 1941 Cadillac coupe*



*A well-traveled 1952 Ford pick-up truck*



*Bob Perkins and Marion McAlpine in front of Marion's Chevelle*



*1951 Chevrolet 3100 pick-up truck*



*1960 Lincoln Continental (original—not hot-rod'd!)*



*1966 Pontiac Lemans Sprint with 207-hp OHC-6 cylinder engine*



*Charlie Daniels announcing the awards for the car show*



## Still Collecting Stuff — *Mascots—Pt. 3* *Lalique* By Terry Bond

Many collectors of fine automobilia consider the glass car mascots by René Lalique to be at the top of the hill in terms of beauty and desirability. René Lalique was born in 1860 and became a well-known artist, sculptor, and, eventually, a designer of jewelry. He experimented with glass and later introduced beautiful perfume vials that quickly became popular. In the later 1920s he added glass car mascots to the line of products produced at his Paris factory. Although he died in 1945, the company still exists today, and many of his original mascot designs continue in production offered as paperweights.

The mascots quickly proved popular with wealthy owners of high-end cars. In Great Britain, they were sold through the Breves Gallery in Knightsbridge. Their name was found on the side of the lighted base used to mount the mascots. There were a total of 29 different styles produced, most of them in clear glass.

The weight of the glass mascots, and the difficulty of successfully mounting them, resulted in most of them being damaged in use. I suspect many were not actually on regularly driven vehicles, but were brought out only for special nights on the town.

The first of the Lalique mascots was probably the “Five Horses,” which was commissioned by Citroën in 1925. The frosted, satin finish made a spectacular addition to a beautiful automobile while parked in front of the theater.



*“Five Horses”—this piece sold for \$14,000 at an auction in 2014*

They were made to be illuminated from the base, and they are absolutely beautiful when properly mounted and lit. Some have varying degrees of color tint ranging from yellow and amber to blues and purple.

While I can’t say that “all” Lalique mascots were marked, it’s safe enough for me to question the authenticity of one with no markings. Most commonly, the early examples will be clearly marked on the base with the name “R. LALIQUE” molded or etched onto the base. Later editions will have the signature sand-blasted onto the base.

There were two designs, known as “Chrysis” and “Perche,” which were sold as paperweights, never intended for use as a mascot.

The Lalique company still produces seven styles of its original mascots as paperweights: Chrysis, the Perch, the Boar, the Small Rooster, the larger Rooster’s Head, the



*Classic Lalique car mascot—“Chrysis”*



*Lalique car mascot—“Perche”*



**The Rooster (“Coq Nain”)—one of the most common Lalique car mascots to be found. Value: \$500-\$700**

Eagle Head, and St. Christopher. They can be purchased wherever fine quality glass and crystal is found or ordered direct from the Lalique company. Prices are nominal compared with original mascots!

It wasn't long before other companies began producing similar mascots, however. In Great Britain, Red Ashay and Warren Kessler produced some that were loosely based on the Lalique designs. In France, Marius Sabino became

William Williams' book “Motoring Mascots of the World” mentioned earlier in this series of articles, but there is a lot of wonderful and very accurate info available from noted UK mascot dealer & collector, Tony Wraight. Here's the link to his extensive and informative site, which includes many wonderful photographs:

<http://www.finesse-fine-art.com/>

[Lalique/lalart.htm](http://www.finesse-fine-art.com/Lalique/lalart.htm).

I also recommend looking at the information found at this website for Lalique enthusiasts:

<https://rlalique.com/rene-lalique-car-mascots>.



**The Archer mascot—valued from \$2,500 up**

well known for its range of glass mascots. In this country, the Person's Majestic Company began selling a line of glass car mascots produced in Czechoslovakia. They were clearly marked with the country of origin and the Person's Majestic trademark.

Today, there are numerous fakes available on the Internet and in flea markets. Most are cheaply produced overseas and the finish is clearly sandblasted to provide the frosted appearance and shadings. Their bases are noticeably insufficient to mount in a proper lighted base.

Prices are quite strong for early original Lalique pieces, especially if complete with the correct lighted base. The bases alone can bring hundreds of dollars. Depending on rarity, original unmounted mascots can command from \$1,000 on up. The rarest of them would be those in colors, especially the Fox.

I hope that you enjoy the photos. These pieces are true works of the glass-maker's art. Although I certainly can't



**Eagle Head mascot—value: \$1,200-plus**

afford a collection of them, they are great to admire. If you contemplate an acquisition (or investment), I recommend you do some extensive research and work with reputable dealers. You will find some printed information in the



**“Victoire” mascot on a correct base sold for over \$6,000 in 2014**



**Rare Fox (“Renard”) mascot set a record price at over \$300,000**

*Terry Bond*



# AACA Sentimental Tour Salisbury, NC



**Sunday-Friday, June 12-17, 2016**

**Story by Bob Parrish. Photos by Bob and Dot Parrish.**

This year's AACA Sentimental Tour was hosted by the Hornets Nest Region and hubbed from Salisbury, NC. Tidewater Region participants were Debbie & Dana Meadows, Becky & James Woodall, and Dot & myself. There were 73 vehicles from 21 states on the tour, all from between 1928 and 1958, and two vehicles from Canada. Tour Chairman Phillip Cole and the entire Hornets Nest Team did a great job organizing a fun tour.

The tour lasted five days and carried us to some interesting attractions. I have been to Dennis Carpenter's Ford reproduction parts showroom in Concord, NC, before, but never into the production manufacturing facility. We saw Ford Mustang parts being made and plastic hubcap center pieces being extruded along with rubber moldings. Mr. Carpenter also opened his museum of several hundred Cushman scooters and some very nice and rare Ford cars. Mr. Carpenter was a gracious host and was very interesting to talk with.

There was a lunch cruise on Lake Norman, located about north of Charlotte and the largest man-made lake in North Carolina, followed by a visit to Autobarn Classic Cars and Collector Cars Storage & Sales in Concord, NC, that contained classic car storage, consignment vehicles for sale, and space that can be rented to store or repair your classic—a different concept for the hobbyist.

A trip to a local winery with a delicious gourmet lunch and a trolley ride visit to beautiful historic Salisbury were very enjoyable. Dot & I rode with different tour members each day, and got to meet some new AACA friends.

The tour's closing banquet was held at the North Carolina Transportation Museum in Spencer, where we dined amongst some historic train engines. As we approached the museum parking lot, I got a real thrill seeing the Norfolk and Western Railway Class J #611 locomotive, which was restored last year at the Spencer shops. The train was being moved, and to see and hear this historic engine run again was a real treat for me since the last time I heard this train run I was 12 years old and riding it to Zuni, VA, with my grandmother. [Per the Museum's website: "No. 611 was one of fourteen Class J locomotives built for the Norfolk & Western Railway between 1941-1950 and the only one in existence today. . . . The Js were the most powerful passenger steam locomotives ever built . . ."]

You ought to try touring, it is so much fun!! [Editor's Note: There's a nearby opportunity for you to participate in the AACA Divisional Tour being hosted by the AACA Richmond Region on 31 July to 3 August. And, of course, there's the TRAACA Fall Tour to Solomons Island, MD, on Friday-Saturday, 14-15 October.]



*Classic Cushman scooters and Schwinn bicycles  
at Dennis Carpenter's museum*



*Bill & Libby Adams, from Lexington, NC, and their 1952 Pontiac  
with Dot & Bob Parrish*



*Bob Parrish in front of restored Norfolk & Western engine #611*



# Pass It On for the Future— Our Future



By Don Barlup, AACA Vice President Consolidation and Chaplain

(Reprinted from the Spring 2016 AACA Rummage Box newsletter)



This past year [2015], while serving as your AACA National President, has taken Carol and I to meets and tours from Puerto Rico to Houma, LA. We have enjoyed each event and especially meeting our fellow AACA members.

I have read volumes of Region and Chapter newsletters (now you know the source of some of my jokes). Most of these newsletters are looking for more youthful members while they enjoy the camaraderie of the automotive hobby and each other. Most Regions and Chapters host one or more meets and tours in their local areas each year. I continue to marvel at the collections they visit, the landmarks they drive by, and the excitement and just plain fun that they

share with each other.

Actually, I am in some ways jealous of what they have to offer. I want to see what they see. I want to enjoy their scenery and local landmarks, but I am not invited, as they do not belong to their AACA group.

We have approximately 360 Regions and Chapters enjoying our hobby under the AACA umbrella throughout the USA, Canada, and Puerto Rico, but we continue to rely on a small percentage of them to invite us to their area of the country to show what they are most proud of, their Region, their attractions, their hospitality, and their members. Why is this? What are we missing in the equation? Regions + Members + Cars = Fun. So, let's pass it on for the future, because the future of AACA depends on it.



## My Name is Earl

By Earl Mowrey, AACA VP for Youth Development

(Reprinted from the Spring 2016 AACA Rummage Box newsletter)



Hi. My name is Earl & I am a caraholic. Who knows when it began? My father building late model and super modified race cars in the family barn or maybe the 1958 Impala convertible with a 348 and three deuces that was my mother's first car.

It is hard to point to one simple beginning, but along the way I have learned a few things. Never put a rusting MG into long term storage and that my

talent is not deep enough to finish a drop center frame H modified Crosley with an Almquist Engineering body.

If you are reading these words you are either a card carrying caraholic or an enabler.

Over the years, I have learned how to start an Antique Auto Restoration College program and how to organize a successful old car youth event. I never tire of giving tours of my

shed-mahal or taking young people for a ride in vintage tin.

As AACA National Director of Youth development I have collected a committee of like-minded enthusiasts from across our country. We promote various initiatives including the Hagerty Youth Program, College Chapters that are supported by AACA Regions, high school and middle school clubs, grants and scholarships for the Great Race X-Cup teams, as well as the annual AACA College Scholarship Program and even the AACA Greenhorn Region, a nongeographic region for young people.

I can talk to you all day about this wonderful hobby but I am not the Future. The FUTURE lies with our children and grandchildren. Our Youth Development Committee members are glad to share their time with you discussing your youth initiative programs or possibly starting one.

So give this old caraholic a call and we will talk about our future.



## Let's Talk About Judging Credits

By Dollie Flechler, AACA Chairman for Judges Records

(Reprinted from the Spring 2016 AACA Rummage Box newsletter)



Let's talk about judging credits, specifically how to earn them and keep them. Some individuals believe that you only have to attend judging school or take a CJE [Continuing Judges Education] to earn your credits. However, according to the AACA Official Judging Guidelines:

*"Each time a member has judged at a national meet, he/she will receive one judging credit and one participation chip. One judging credit and one participation chip per calendar year will be awarded for attending a judging school. No judging awards can be earned by attending judging schools only. One judging credit and one participation chip per calendar year will be awarded for attending a Voluntary CJE seminar during a year*

*in which the member has participated at a National meet as a judge. One judging credit and one participation chip per calendar year will be awarded for attending a Mandatory CJE seminar during a year in which the member has participated at a National meet as a judge, upon reaching an award level, i.e., 10, 25, 50, 75 [points], etc. No judging awards can be earned by attending CJE seminars only."*

The main item to remember is that you **must judge** [or work Administration] at a National Meet in order to earn the credits for both judging school and for taking a CJE. If you have any questions regarding your credits, please contact me at [flechlerd@yahoo.com](mailto:flechlerd@yahoo.com) or (502) 744-2933.

# Caught in the Headlights—TRAACA Members & Their Cars

## *Jim & Donna Elliott and their 1978 Cadillac Eldorado*

Story as told to Mark McAlpine. Photos by Mark McAlpine.



*Jim & Donna Elliotts' 1978 Cadillac Eldorado Biarritz.*

If you've ever visited Jim & Donna Elliotts' garage, you know that they have an impressive collection of vehicles, from their AACA National Award-winning 1903 Cadillac to one of the last 2002 Pontiac WS-6 Trans Ams (waiting patiently for its AACA eligibility), with a 1928 Auburn convertible sedan and another dozen or so classics in between, including some beautiful Corvettes and Corvairs. (They also have a great collection of automotive-related signs and GM dealership display items.) Jim continues to add to the collection, and looks for interesting, low-mileage cars in particular. One of his latest additions is a 1978 Cadillac Eldorado Custom Biarritz.

Jim was looking for another comfortable car with character that he and Donna could drive on tours and to AACA national meets. (Two years ago they purchased an original 1975 Chevrolet Caprice Class convertible and drove it to the AACA Western Fall Meet in Big Sky, Montana, where it earned its Historic Preservation of Original Features certification.) After some patient searching, Jim found this 1978 Eldorado Custom Biarritz at Gateway Classic Cars in Detroit, Michigan. After speaking with Gateway and obtaining more information about the car, the deal was sealed and the car was shipped last February to its new home in Yorktown, Virginia.

When the Cadillac arrived, it was in better condition than Jim had expected. (How often does that happen when you purchase a car off the Internet?) Jim's "new" Eldorado has only 14,000 miles on it and has the striking color combination of Ruidoso Saddle Brown Metallic exterior with Antique Medium Saddle leather interior. The distinctive color is set off by the Biarritz model's chrome trim and special gold trim package. The luxurious "pillow cushion" seats are more comfortable than most home lounge chairs, a definite plus for when Jim & Donna drive it cross-country to the AACA national meets.

The front-wheel drive 1978 Eldorado is powered by a 425-cubic inch, 180-horsepower engine (but 320-ft lbs of torque). As you'd expect for a Cadillac, it's loaded with

options—it has power everything, including 6-way powered seats and retractable Astrorooftop. You'd never know from the condition of the car that it's almost 40 years old—it looks like a car that's a year old at worst and still has that "new car smell" inside.

Jim says that he wants to detail the Cadillac's engine compartment a bit, and possibly replace the tires, before he and Donna take it to the AACA Western Fall Meet in Cheyenne, Wyoming, this September and enter it into class judging where he hopes it will earn a First Junior Award. Their 1978 Eldorado should have no problem, and we look forward to Jim & Donna returning to Tidewater with the "gold" to go along with the car's special gold trim. Jim is Chief Judge at the TRAACA's annual meet on Saturday, 24 September—we can't wait to see Jim & Donna at the meet in their matching, period-correct disco outfits to complement the car.



*The Eldorado's interior—note those pillow cushion seats*



*The Cadillac's 425-ci V-8 engine*

# Identify the Car Quiz

Can you identify the cars below? (The answers are at the bottom of the page.)



## AACA Calendar of Events

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

### JULY 2016

14-16 Central Spring Meet  
North Mankato, MN

17-21 Founders Tour  
Huntington, PA

31- Eastern Division Tour  
3 Aug Richmond, VA

### AUGUST 2016

11-13 Southeastern Fall Meet  
New Bern, NC

### SEPTEMBER 2016

1-3 Western Fall Meet  
Cheyenne, WY

11-16 AAA Revival Glidden Tour  
North Conway, NH

### OCTOBER 2016

5-8 Eastern Fall Meet  
Hershey, PA

20-22 Central Fall Meet  
Galveston, TX

### NOVEMBER 2016

5-11 Reliability Tour (Pre-1916)  
Savannah, GA

### FEBRUARY 2017

9-11 AACA Annual Meeting  
Philadelphia, PA

### APRIL 2017

6-9 Southeastern Spring Meet  
Charlotte, NC

25-28 Western Division Tour  
Sonora, CA

### MAY 2017

11-13 Special Spring Meet  
Auburn, IN

20 AACA Eastern Spring Meet  
Huntington, WV  
(location & dates pending)

### JUNE 2017

4-9 Founders Tour  
Gettysburg, PA

15-17 Annual Grand National Meet  
Independence, MO

### AUGUST 2017

17-19 Central Fall Meet  
Bettendorf, IA

### SEPTEMBER 2017

17-22 Glidden Tour  
Hastings, NE



ANSWERS: 1) 1916 Metz 25 touring car; 2) 1930 Chrysler Model 70 Royal Coupe; 3) 1940 Cadillac Series 62. (All three vehicles were photographed at the 2016 AACA Special Spring Meet in Auburn, IN).

## TRAACA Tour of the Chesapeake Bay Bridge-Tunnel Friday, July 15, 2016

We have a full crew (30) signed up for the TRAACA's tour of the Chesapeake Bay Bridge-Tunnel (CBBT) on Friday, July 15th. Participants need to be at the CBBT's South Plaza Toll Gate no later than 11:30 AM in order to pick up their one-way pass for toll-free access at 11:30 AM. There will be someone in the parking lot only until 11:45, so if you arrive late you will need to pick up your pass at the CBBT office in the parking lot.

The tour will then travel to #1 Island for lunch at Virginia Originals, the restaurant and gift shop located on the CBBT's southernmost island. We will have reserved seating for the group in the casual dining area. While we are there, CBBT Executive Director Jeff Holland will give us a presentation on the history and future of the CBBT, with different information and stories than he presented at our June dinner meeting. After lunch and the presentation, we will divide into two groups and begin our behind the scenes tour.

The tour will involve five flights of stairs as we visit different levels of the working building. This portion of the tour will take approximately one hour. The facility is air conditioned, but the stairwell can get warm. Casual & comfortable clothing and comfortable shoes are highly recommended. (This is not a fashion show.) We're looking forward to seeing everyone on Friday, July 15th!

[Editor's Note: The club extends a big "Thank You!" to Linda Pellerin for organizing this tour. It's going to be fun.]

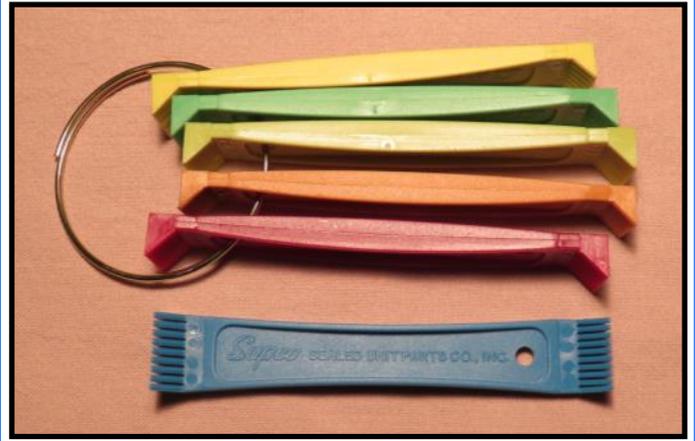
## The Complete Toolbox

*Tools every mechanic should have in his/her toolbox.*

Does your radiator reflect the wear and tear of age and have a bunch of bent cooling fins? Don't risk puncturing your radiator, oil cooler, or transmission cooler by trying to straighten the cooling fins with a putty knife or screwdriver—there's a better and cheaper solution: fin combs!

There are several styles available—some have a wheel of different size combs mounted on a screwdriver handle. I found the ones shown—Supco's Handy Fin Combs—easy to use and they did a great job. A set of six combs with 12 different sizes of spaced teeth costs less than \$10 (including free shipping) on eBay.

*(Suggested by Mark McAlpine)*



## EDITOR'S DESK

*[continued from Page 19]*

Unfortunately, there was not enough time before this year's annual meet to discuss this as a club, so we tabled the decision until next year. Some offered a number of reasons as to why we shouldn't establish a DPC-type class. I'd like to offer my opinions, then hear back from you about yours.

- *"We don't need a DPC class—owners of non-AACA-certified DPC-type cars should be entered in class judging and just take their hits."* The problem with this is most of the owners do not belong to the AACA and don't understand the difference in DPC and class judging. And when we torque them off when they don't receive what they believe is the appropriate award, we don't get the chance to educate them because they drive off disappointed, if not mad, don't join the AACA, and probably don't come back to our show next year (and probably talk badly about our show to their friends).

- *"Make them register for Mods & Rods."* Most DPC-type vehicles with radial tires, aftermarket air conditioning and modern radios are not going to fare well alongside full-blown hot rods and modified cars with chromed out engine compartments, custom paint and/or interiors, and high-performance modifications. Making DPC vehicles register in Mods & Rods class will torque off their owners, who consider their vehicles "original," with the same result as discussed above.

- *"It will be too hard and cause extra work—separate spots on the judging field, separate registration, and separate judging*

*teams."* Yes, it may cause some extra work, but not much more and I think the little extra work is worth it to attract these owners & vehicles to our show and club. Whether they enter Preserving the Past or DPC judging, it's still the same number of vehicles on the show field—we just need to place DPC-type vehicles together in the same area (to make it easier on the judges/evaluators). Yes, registration will be a little more work, but assigning them to DPC is not much more work than assigning them to the appropriate judging class. It just entails giving them a different registration card.

- *"Let's just lower the judging standards for the Preserving the Past and allow some major modifications like tires, wheels, aftermarket A/C, radios, etc."* I think this would be a mistake. First, are we really going to overlook major AACA class judging point deductions like incorrect tires (5 points a tire for 20-25 points total), then nitpick owners for incorrect hose clamps? Having DPC vehicles and class judging vehicles evaluated the same way does not allow us to educate people—especially people who are not familiar with the AACA—about the differences. More importantly, lowering the judging standards or points eliminates what's unique to our show and makes us just like every other car show in the area. Our club is about preserving the authenticity of antique vehicles. We can embrace DPC-type vehicles without degrading the standards for original or correctly restored vehicles.

That's my two cents. What's yours? Our club has a decision to make before our 2017 annual meet. Please think about this issue a bit, then provide the board members your opinion. How do we embrace DPC-type vehicles and encourage their owners to enjoy their cars, bring them to our show, and join our club?



# TRAACA MEMBERS' PAGE

## Welcome to our New Members!

Dennis & Paula Hennessey  
Virginia Beach, VA  
- 1977 MGB

## Sunshine Report

Our thoughts & prayers go out to the following members:

- Margie Ives' recovery from surgery continues to go well.

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

## Recent Award Winners

### AACA Grand National Meet—Williamsport, PA

Mike & Darlene Brown	1972 Ford LTD Brougham First Grand National Award
Jim & Donna Elliott	1903 Cadillac First Grand National Award
John & Lynn Heimerl	1935 Chrysler C2 Airflow Senior Grand National Award
Dick McIninch	1936 Rolls-Royce Drophead Second Grand Nat'l Award
Mark & Marion McAlpine	1970 Chevrolet Chevelle First Grand National Award
Mark Strang	1970 Morgan 4 Plus First Grand National Award
Bill & Linda Treadwell	1969 Chevrolet Camaro First Grand National Award

### All MG Register 2016 Meet—Louisville, KY

Susan Bond	1948 MG TC Second Place Award
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### Bloomington Gold Corvettes—Indianapolis, IN

Jim Elliott	1982 Chevrolet Corvette Gold Certification, Survivor Gold, and Benchmark Certification
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## Members celebrating anniversaries in July



Joe & Jack Burroughs  
Jim & Donna Elliott  
Adam & Sandra Graham  
George & Sheila Gurnee  
Dana & Debbie Meadows  
Tony & Leslie Scarpelli  
Vito & Nina Serrone  
William & Frances Sykes  
Jim & Betty Villers  
Bob & Susan Woolfitt



## Members celebrating birthdays in July



Bob Bond	Marion McAlpine
Jack Burroughs	Diane Monroe
Joan Capps	Robert Perkins
Kevin Carr	Sylvia Roughton
Nancy Garnett	Leslie Scarpelli
Jon Hunger	Tony Scarpelli
Margie Ives	Nina Serrone
Connie Kaiser	Darlene Stevenson
Kath Kelly	Harold Via, Jr.
Bob Kinker	Betty Villers
Frank Lagana	Brenda Wedeking
Mike Langowski	



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Part of the "Bases Loaded" 4-corner display in Williamsport, PA



TRAACA members celebrating a beautiful, summer day in Tidewater by enjoying ice cream at Doumar's Barbecue in Norfolk, VA, on Saturday, June 18, 2016. (Photo by Marty Sugermeyer.)



# National Collector Car Appreciation Day Cruise-In



**Friday, July 8, 2016  
5:00—8:00 PM**

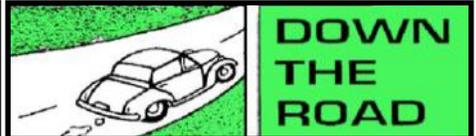
**Daniels Performance Group  
20128 IWIP Road, Smithfield, VA 23430**

At the request of the Specialty Equipment Market Association (SEMA) Action Network, each year beginning in 2010 the U.S. Senate has passed a resolution marking the second Friday in July as “National Collector Car Appreciation Day” recognizing that the “collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States.” Per SEMA’s website: *“This ‘holiday’ celebrates the preservation of historic, classic and specialty cars in the United States. Enthusiasts nationwide are encouraged to show their support by attending or hosting events such as car shows, cruises or simply driving their unique vehicles to work.”*

The only National Collector Car Appreciation Day event in Virginia listed on SEMA’s website is being held at TRAACA member Charlie Daniels’ Performance Group in Smithfield, VA, on Friday, July 8th. This year’s event will have live music, a food vendor, and cool cars—especially if you bring yours! A \$3 donation at the gate is requested to benefit our local Toys for Tots drive.

AACA President Bob Parrish is asking his fellow TRAACA members to show up in force this year to celebrate National Collector Car Appreciation Day. **So join your fellow TRAACA members at Charlie Daniels’ shop in Smithfield on Fri, July 8th!**

For more information go to the Daniels Performance Group Facebook page or the Virginia Peninsula Car Club Council’s webpage: [www.vpccc.org](http://www.vpccc.org).



## Other Regional/Local Events

### JULY 2016

- 4 Classic Cruisers Car Club Annual 4th of July Car Show Williamsburg, VA
- 8 National Collector Car Appreciation Day Cruise-In Daniels Performance Group Smithfield, VA
- 9 National Collector Car Appreciation Day Car Show Gloucester, VA
- 15-17 Carlisle Chrysler Nationals Carlisle, PA
- 16 Shenandoah Region AACA and Museum of the Shenandoah Valley 7th Annual Car Show Winchester, VA

### AUGUST 2016

- 6 U.S. Coast Guard Birthday Car Show Portsmouth, VA
- 13 Scouts & Cars in the Park Car Show Newport News, VA
- 20 Khedive 25th Annual “Fun n’ Shine” Car Show Chesapeake, VA
- 25-28 Corvettes at Carlisle Carlisle, PA
- 27 8th Annual Thomas Nelson Comm. College Car Show Hampton, VA

### SEPTEMBER 2016

- 17 41st Annual Edgar Rohr Memorial Antique Car Meet Bull Run Region AACA Fredericksburg, VA
- 17 SE Virginia Street Rods 24th Annual Charity Show at Daniels Performance Group Smithfield, VA
- 18 Classics on the Green Import Car Show at New Kent Winery New Kent, VA
- 22-25 Charlotte Auto Fair Charlotte, NC
- 28 - Fall Carlisle Swap Meet 2 Oct Carlisle, PA



# Khedive Autos Shriners’ 25th Annual Fun-n-Shine Car Show Saturday, August 20th, 2016 10:00 AM—3:00 PM

**The Shrine Center, 645 Woodlake Dr, Chesapeake, VA**  
**18th Annual Craft Show inside an air-conditioned building with lots of crafters, vendors, food and restrooms.**  
**Free Admission!!**

**Registration Fee: \$25** (pre-registration must be received by Aug 10th)  
(Pre-register second family vehicle for \$15—vehicle eligible for judging only)

Free car show t-shirt to first 100 vehicles registered by August 1st  
Dash Plaques to all entries  
Trophy Presentations starts at 3:00 PM

For information and registration form: [www.khediveshrine.org](http://www.khediveshrine.org)  
Car Show POC: Pete Wright—CP: 434-7383 / Home: 421-0104





## EDITOR'S DESK

**Mark McAlpine**

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

I'd like to continue the discussion that Jim Villers started in his President's Message in last month's *Mudflap*—embracing Driver Participation Class (DPC) vehicles at our region's annual meet (our "Wings & Wheels" show).

The AACA defines DPC as "the great 25 year old or older vehicles that our members enjoy driving whether it is on a tour, a cruise-in, or just having fun. This class allows for some non-authentic upgrades, but in general, the vehicle looks essentially as it did when it came from the factory. DPC vehicles are not rigorously point judged: they are evaluated according to the guidelines of AACA. . . . The exterior, interior, chassis and engine components must appear period correct per the original manufacturer. The following are exceptions that will not disqualify the vehicle: seat belts, seat coverings, turn signals, stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacturer, radio upgrades, electrical upgrades, brake upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive systems and altered exhausts." Basically, DPC allows for safety, comfort, and reliability upgrades, but the vehicle must otherwise appear factory-built correct.

Not everyone is into AACA competition, points-judging. Many TRAACA members have DPC vehicles (some AACA evaluated and certified, some not). Many have Historic Preservation of Original Features (HPOF) vehicles. Some have one or more vehicles of each category. The AACA and the

TRAACA are inclusive and celebrate all of these vehicles. While AACA National Meets have separate judging/evaluation for each of these classes—DPC, HPOF, and competition-judged (and race car certification and special interest vehicle displays)—our region's annual meet does not. We have the "Preserving the Past" class and a "Mods & Rods" class. For AACA members with DPC or HPOF-certified vehicles, this is not a problem—all vehicles entered in the Preserving the Past class that already have AACA national awards receive participation chips, not First, Second, or Third prize trophies. However, entrants with DPC-type cars that aren't AACA certified compete on the show field alongside original/restored to original cars. Vehicles that look original but have DPC-type safety, comfort or reliability modifications don't stand a chance in receiving a First Place Trophy, and many of these owners are not AACA members and do not understand why they're being penalized. If part of the purpose for our annual meet is to educate people about the AACA and to attract new members to it and our region, we make it very difficult by not welcoming DPC-type vehicles like our National Meets do.

We appointed a Meet Improvements Committee after last year's Wings & Wheels Show, and it offered a number of suggestions including establishing a third vehicle class: DPC. This class would not (and cannot) "certify" DPC vehicles. However, it would let owners of these vehicles participate in our show, be recognized appropriately, and give us the opportunity to educate them on the AACA and the difference between DPC, HPOF and competition points-judging, then let them make their own decision.

*[Continued on Pg. 16]*

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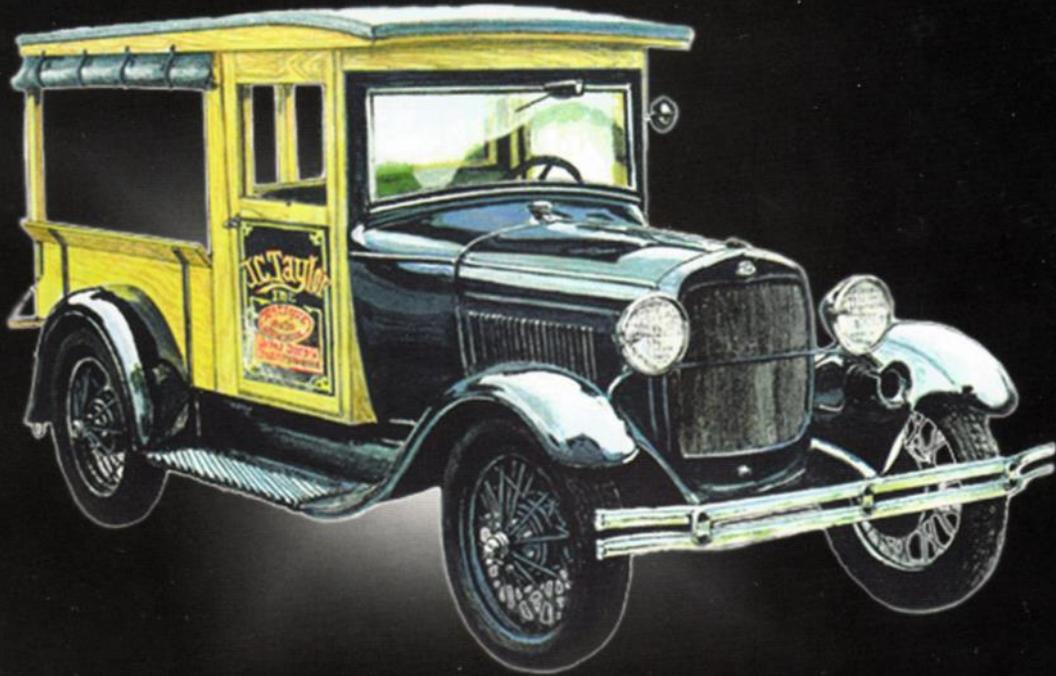
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## FIRST CLASS



*The Pennsylvania College of Technology hosted the Antique Automobile Club of America's 2016 Grand National Meet on June 2-4, 2016*