

Two Activities This Month!

TRAACA Tour of Chesapeake Bay Foundation Brock Environmental Center on Saturday, July 8, 2017

and

Route 17 Antique Store “Crawl” on Saturday, July 22, 2017

Join your TRAACA family on Saturday, July 8th, as we tour the Chesapeake Bay Foundation’s Brock Environmental Center in Virginia Beach, VA. The Chesapeake Bay Foundation was founded in 1967 and is the largest independent conservation organization dedicated solely to preserving the Chesapeake Bay. The Foundation built the Brock Environmental Center to engage, inform, and inspire generations about the environment and how we can all help save the Chesapeake Bay. The Center is an innovative example of an environmentally sensitive and smart building. Opened to the public on

November 14, 2014, the 10,500-square foot Brock Center is the first-ever U.S. commercial building to make all its drinking water from rainwater. It also generates all of its own electricity from solar panels and wind turbines, and is the 10th building in the world to achieve full Living Building Challenge certification, meaning it has zero impact to the environment. So, join us on Saturday, July 8th, at 10 AM, as we tour this impressive facility (3663 Marlin Bay Drive, Virginia Beach). Our tour will last about an hour, and afterward we have lunch reservations at noon at the Dockside Restaurant in *(continued on Page 14)*



CAUGHT IN THE HEADLIGHTS—Bruce Sedel and his 1949 Studebaker Commander Starlight Coupe. Read the story on Pgs. 12-13.



TRAACA CALENDAR

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

JULY 2017

- 7** TRAACA Board Meeting
6:30 PM (Friday)
Holiday Inn—Norfolk Airport
- 8** TRAACA Tour of Brock Environmental Center
Virginia Beach, VA
- 20** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 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 Airport
- 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 Airport
- 21** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 23** TRAACA Annual Meet
Military Aviation Museum
Virginia Beach, VA

OCTOBER 2017

- 13** TRAACA Board Meeting
6:30 PM (Friday)
Holiday Inn—Norfolk Airport
- 19** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 28** TRAACA Chili Cook-Off
Dewey & Maxine Milligan’s
Chesapeake, VA

From the Driver's Seat

Mark McAlpine
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Summer is always a busy time of the year: kids of all ages are out of school, many families schedule their family reunions or vacations in the summer, some move to new homes, other people have summer weddings, and believe it or not some people actually have to work. (I haven't figured out yet how to stay home and get paid for it.) So, it's always a challenge to schedule a weekend tour for the club during the summer. That explains, at least partially, why we had such a low turnout for our Summer Tour to Richmond on Saturday & Sunday, 24-25 July. Not to rub it in, but for those of you that weren't able to go on the tour, you missed a great weekend. Matt & Vickie Doscher did a great job planning and organizing the tour. You can read more about it in Sally Hartman's article on Pages 4-5, but I have to admit I hadn't even heard of the Maymont Estate Park, Tredegar Iron Works, or the Virginia Holocaust Museum before going on the tour. Each was very interesting to visit. Maymont, in particular, was outstanding—it's truly a hidden treasure. The mansion and grounds are beautiful. If you haven't been there before, I strongly encourage you to go visit it. The best part of the tour was getting to spend time with some fellow TRAACA members and get to know them better.

July offers a number of fun car-related activities, but I want to highlight three in particular:

- The first is our **guided tour of the Chesapeake Bay Foundation's Brock Environmental Center in Virginia Beach on Saturday, July 8th**. Matt & Vickie Doscher have coordinated a visit to one of the most impressive environmentally friendly facilities in the country. Throw in the beautiful location on the Chesapeake Bay, followed by a great lunch, this should be an interesting and fun morning.

- The second is our **antique store "crawl" in Yorktown and Gloucester on Saturday, July 22nd**. This is a joint activity with our sister AACA Region—the Historic Virginia

Peninsula Region—and Donna Elliott and Marion McAlpine have put a lot of work into planning what promises to be a fun activity. Even if you're not an "antiqueer," stick close to some experienced pros like Terry & Susan Bond or Neil & Marty Sugermeyer and you'll learn a few things. And, who knows, you may find a hidden treasure at an unbelievable price (but you'll have to beat Terry and Neil to it).

- The third is the **8th annual National Collector Car Appreciation Day cruise-in being held at Daniels Performance Group in Smithfield on Friday, July 14th**. While this is not an official TRAAA activity, it is being held at fellow TRAACA member Charlie Daniels' facility and is the only NCCAD event in Virginia listed on the Speciality Equipment Manufacturers Association (SEMA—sponsor of NCCAD) website. The AACA National is also strongly encouraging all AACA regions to host or at least participate in one of these cruise-ins. The U.S. Senate has passed a bipartisan resolution every year designating the second Friday in July as NCCAD (see—our politicians can agree on some things), and this is an opportunity for us to raise awareness about our cars, our club, and our efforts to maintain and celebrate our country's automotive history and technology. I realize Smithfield is a long haul for many of our members, but please, Please, PLEASE come out and support our hobby, our club, and our fellow members. We want to take photos and send them and a brief article to both SEMA and the AACA.

Finally, I want to thank everyone who attended our June Dinner Meeting and provided us a quorum to be able to vote on and approve the revisions to our Bylaws. (If you haven't read them yet, they're posted on the club webpage—www.traaca.com—under the Library page.) All you 40-yr members of the TRAACA can look forward to not having to pay annual TRAACA dues beginning next year—you can use the money to attend another club dinner meeting or activity. (Remember: you still need to pay your national AACA dues.)

Drive safely and enjoy the summer. I look forward to seeing you at a future TRAACA activity. And remember—you can never have too much horsepower!

Mark Mc

2017 TRAACA Officers & Board

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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

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

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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

June 9, 2017 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

Officers present: Mark McAlpine (President), Matt Doscher (Vice President), Vickie Doscher (Secretary), and Charlie Dawson (Treasurer). **Board members present:** Jerry Adams, Wayne Milligan, and Hilary Pavlidis. **Members present:** Jim Villers (President Emeritus), Scott Davies, Frank Lagana, Marion McAlpine, and Bob Stein.

Quorum: Board Meeting called to order at 6:26 PM.

President: Thanked Board and members for attending.

Vice President: Nothing significant to report (NSTR).

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

Treasurer's Report:

- May Monthly Reports provided and reviewed.
- TRAACA Swap Meet & ODMA Reports were provided and reviewed. TRAACA netted a profit of \$573.02 from the Swap Meet and \$1,984.94 from ODMA.
- Status of tax number: After much research Charlie clarified TRAACA is a Not-for-profit organization. TRAACA is in good standing with the State Corporation Commission.
- Hilary motioned that a standard procedures guide be created by the Board to assist in guiding Board members in their duties and responsibilities and to capture critical information so that it is not lost in the future. Motion seconded by Wayne, motion carried. Mark recommended that the four officers (President, Vice President, Secretary, and Treasurer) create this guide for their respective positions and asked to have it completed by 1 December. Recommendation agreed to.

COMMITTEE REPORTS:

Activities Committee:

- Sat-Sun, June 24-25: TRAACA Richmond Tour. Specifics in the June *Mudflap*. Matt proposed and made a motion for the Club to cover the entry fees up to \$750 into Maymont and Tredgar. Motion seconded by Wayne, motion carried.
- Sat, July 8: Tour of Brock Environmental Center, Virginia Beach, VA. Tour request application submitted by Matt with a 10:00 AM time reserved on the Center's calendar. Tour is free, however, a donation is requested. The Board previously approved [at the 3 March Board Meeting] a \$100 donation for this activity.
- Sat, July 22: Route 17 Antique Store "Crawl." (Joint TRAACA & HVPR activity.)

Membership (Jim Villers): Status as of 30 May 2017: 166 memberships.

Membership Database (Jerry): Jerry, Scott, and Jim to discuss over the next month and present their recommendations for managing the database at the July Board Meeting.

Restaurants (Marion McAlpine):

- Next Dinner Meeting is Thursday, 15 June, inside the restaurant of the Holiday Inn—Norfolk Airport.

Unfinished Business:

- **2017 ODMA Meet:** Approve proceeds to be provided to ODMA. Per the ODMA Bylaws half of our profit must be delivered back to the ODMA Treasurer which goes to fund

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future ODMA Meets. Charlie motioned that we provide \$1,000, motion seconded by Wayne, motion carried.

- **TRAACA Bylaws Update:** Vote will be held at the June Dinner Meeting.
- **Proposed Name Tag Revision:** Jerry continues working with the company to get a sample product. Intent is to vote next month on a new design or keep current design and add a "member since" block.

New Business:

- Holiday Inn unable to accommodate us for the Board Meeting on Friday, 14 July. July Board Meeting moved up one week to Friday, 7 July, at the Holiday Inn.
- 2017 Annual Meet: Need to check with Tony Scarpelli (Meet Chairman) to see where he's at regarding planning meetings.
- Mudflap advertisements: Tim Maguire of Maguire & Sons will not be renewing his full-page advertisement in *The Mudflap* for 2018. Opportunity exists for another sponsor.
- National approached TRAACA for us to consider hosting an Eastern Spring Meet in 2018. Consideration declined by Board due to very limited lead time.
- Mark asked that all Board members brainstorm over the next month and come prepared to discuss feasibility of TRAACA hosting future National or Grand National Meets.

Other Business:

- **VPCCC Report:** The annual Virginia Fall Classic is moving to a Saturday-only show this year. In years past, it had been Friday-Sunday with a casual cruise-in at Ferguson's on Friday, the show on Saturday, and a driving tour on Sunday. Friday & Sunday activities are cancelled due to low participation numbers and loss of sponsorship for the meal on Friday.
- **Membership Forms:** Jerry has been working on reformatting the membership forms, which will allow for easier input into the membership database. Jerry provided draft versions (Option 1 and Option 3). Main content remains the same, only the heading at the top was changed. Board chose draft Option 3 to be used for future membership forms. Jerry, Jim, and Scott Davies will determine the data needed on the form and will present the final draft form at the July Board Meeting.

Having no other business, motion made to adjourn meeting made by Wayne and seconded by Charlie. Meeting adjourned at 7:50 PM.

The next TRAACA Board Meeting is Friday, July 7, 2017, 6:30 PM, at the Holiday Inn—Norfolk Airport.



TRAACA Summer Tour to Richmond, VA

Saturday-Sunday, June 24-25, 2017

Story by Sally Hartman. Photos by Mark McAlpine.

It's not every day you have the opportunity to be guided through a Holocaust museum by someone born in a concentration camp, get VIP tours of two of Richmond's treasured sites—Maymont Mansion & gardens and the Tredegar Iron Works historic site—and graduate from Charm School.

This and more made for a fascinating TRAACA weekend tour to Richmond, VA, on June 24-25 led by Matt & Vickie Doscher. Ten club members met in Waverly Saturday morning to motor up Route 460 to the capital city. It was a special occasion for Rad & Margie Tillett, who celebrated their 63rd wedding anniversary by driving their 1958 Oldsmobile 88. The Doschers made the trip in their 1991 Mercury Grand Marquis, while Wayne & Carol Milligan, Ron & Sally Hartman, and Mark & Marion McAlpine drove modern iron.

During a private tour of Maymont, led by a teacher, the group immersed itself in the Gilded Age grandeur of this country estate built in 1893 by railroad developer James Dooley & his wife Sallie. From the stained-glass Tiffany windows to a carved swan boat bed, everything in Maymont belonged to the Dooleys. After their deaths in 1922 and 1925 respectively, their home and grounds were left to the City of Richmond for a park that opened to the public in 1926. The elaborately decorated house is meticulously maintained as are the surrounding 100 acres that include elaborate Italian and Japanese gardens and a petting zoo.

Following lunch at a Plaza Azteca restaurant, the group toured the Virginia Holocaust Museum, which is housed in an old tobacco warehouse in Shockoe Bottom. Museum docent Alex Keisch captivated the group from the moment he had us

step onto train rails that led trainloads of Jewish refugees to death camps before and during World War II. Museum exhibits replicated concentration camp bunks, Jewish ghettos, and the Nuremberg trial courtroom. Alex wove into the tour the story of his parents being sent to a Polish work camp where Alex and his twin brother were born in the waning days of the war.

After dinner at Bella Luna Ristorante Italiano, most of the group strolled the streets of Shockoe Bottom as part of a "Haunts of Richmond" ghost tour. The guide, a teacher who dabbles in the paranormal, shared tales of ghostly sightings at places that include the Edgar Allen Poe Museum, a collapsed railroad tunnel, and a former Civil War hospital. Marion McAlpine captured a photo of a ghostly light on the front of a Masonic Hall built in 1785—likely a curious ghost. After the walk, a late-night visit to the Charm School Social Club ice cream parlor ended on a high note—graduation. At closing time, the song "Pomp and Circumstance" blared on the speakers, so our ice cream-eating group concluded everyone had officially graduated from Charm School and departed.

Sunday's highlight was a morning VIP tour with a historian who gave highlights of historic Tredegar Iron Works, which is part of the American Civil War Museum. Tredegar opened in 1837 on the site along the James River and became the largest employer in Virginia, making railroad rails, weapons, and other in-demand iron products. During the Civil War Tredegar's immigrant workers & slaves supplied half of the Confederacy's cannons. The National Park Service now maintains the site, and it's the main visitor center for the area's Civil War battlefields.



Maymont Mansion, completed in 1893 by James & Sally Dooley



TRAACA group admiring combo electric/gas lights from the 1890s



TRAACA group in the Italian Gardens at Maymont Estate



Man-made waterfall in the Japanese Gardens at Maymont Estate



The Stone Barn at Maymont Estate



The Swan Room at Maymont Mansion—check out the swan bed



The Carriage House & Water Tower at Maymont Estate



(L-R) Park Drag Coach, Ladies Basket Phaeton, and Bailey Buggy



The TRAACA group on the ghost walk through old Richmond



Some of the TRAACA group resting at Tredegar Iron Works



Matt & Vickie Doscher with their 1991 Mercury Grand Marquis



Margie & Rad Tillett with their 1958 Olds at Tredegar Iron Works

Jim Lewis Celebration

Sunday, June 11, 2017

Story by Marion McAlpine. Photos by Mark McAlpine.

On Sunday, June 11th, a small group of approximately 50 people (many of whom were TRAACA members) gathered at the home of TRAACA members Dwight & Jane Schaubach to honor Jim Lewis, Jr., who passed away on April 24th. For those who are not familiar with Jim Lewis, fellow TRAACA member Ron Pack reports Jim was “an artist with upholstery.” Jim Lewis upholstered interiors for many types of automobiles—including hot rods, antique vehicles, and classic cars. (Jim also worked on boat upholstery.) He worked for years out of his garage in Newport News, VA, and produced many award-winning interiors. The Jim Lewis Celebration was arranged to honor Jim and to give Jim’s son and his family (who reside in North Carolina) an opportunity to see some of the work their father (and grandfather) had created.

Approximately 25 antique and hot rod vehicles gathered for a display on the Schaubachs’ front yard. Ron Pack kindly supplied lunch, from his Smithfield Station restaurant, for everyone, which we enjoyed while we huddled under the trees to catch some shade. Several people, including TRAACA members Gordon Garnett, John Heimerl, and Ron Pack, shared personal stories of their experiences with Jim. Everyone fondly described Jim with words such as “gentle,” “mild-mannered,” “patient,” “happy,” and “meticulous.” People enjoyed

working side-by-side with Jim and fondly called him their friend.

TRAACA members attending the celebration included Al Becker, Gordon Garnett, John and Lynn Heimerl, Mark and Marion McAlpine, Tom Norris, Ron and Tina Pack, and Jane Schaubach. (Unfortunately, Dwight was not able to attend, but had several of his cars on display including his 1929 Duesenberg convertible coupe, 1930 Cadillac, 1930 Duesenberg dual-cowl Phaeton, and 1957 Chevrolet 210 street rod, which packs a 638-hp Chevy LS-9 engine.)



Two of the many street rods attired with interiors by Jim Lewis



Some of the 50 people who attended the Jim Lewis Celebration



Some attendees reminiscing about Jim Lewis’s craftsmanship



(L-R) Ron & Tina Pack’s 1947 Chevrolet Woody wagon and Dwight & Jane Schaubach’s 1957 Chevrolet 210 street rod



(L-R) Dwight & Jane Schaubach’s 1930 and 1929 Duesenbergs



1939 Chevrolet pickup truck towing a Morgan 4/4 race car (insert)



Ron & Tina Pack's 1947 Chrysler New Yorker convertible



A 1970 Chevelle, 1966 Mustang, and a pair of 1948 Chryslers



Some of the classic vehicles Jim Lewis worked on over the years



(L-R) 1923 Packard Roadster and 1931 Franklin



(L-R) 1930 Cadillac and 1930 Buick Roadster



(L-R) John & Lynn Heimerl's 1964 Ford Falcon Sprint and 1935 Chrysler C-2 Imperial Airflow coupe



Gordon Garnett with Jane Schaubach



AACA Grand National Meet Independence, MO June 15-17, 2017



Story by Bob Parrish. Photos by Terry Bond.

What a fitting location to have the 2017 AACA Annual Grand National Meet (AGNM)—there in the center of the United States in Independence, MO. Unfortunately, when AACA National Meets are held west of the Mississippi River, the attendance is much lower than those held in the east. This year was no different, with only 187 vehicles gathering in Independence for the AGNM compared to the 2016 AGNM held in Williamsport, PA, which attracted 642 vehicles.

A special event that took place at the Independence AGNM was the inaugural Zenith Award competition, which was held on Friday, June 16th. During 2016 two vehicles at each AACA National Meet were nominated by the Zenith Award Team, and these vehicles were invited to attend the Zenith Award competition in Independence. There were twenty very fine vehicles there, making for a Concours d'Elegance-style display inside of the Municipal Civic Center. The Zenith Award recipient represents the "best-of-the-best" that AACA sees at its National Meets. The inaugural Zenith Award was won by a 1928 Auburn 8-88 "boat tail" Speedster, an owner-restored car owned by Richard and Helen Harding of Xenia, OH. [Editor note: The other finalists for the Zenith Award included a 1903 Holley Motorette; a 1904 Sandusky Courier; a 1931 Ford AA U.S. Mail Truck; a 1934 Duesenberg SJ bodied by Rollston; a 1934 Packard 1107; a 1937 Packard 1507 by Dietrich; a 1938 Packard Super Eight; a 1939 Packard 1700-2175 "Woody" station wagon; a 1940 Graham Deluxe 180; a 1941 Cadillac Series 62 convertible sedan; a 1942 Cadillac Sedanet; a 1956 Plymouth Belvedere; a 1958 Studebaker Golden Hawk; a 1959 Cadillac Eldorado Biarritz; a 1962 Chevrolet Corvette convertible; a 1963 Pontiac Grand Prix X-400; a 1964 Holman-Moody Ford Galaxie; a 1966 Chevrolet Corvette; and a 1967 Chevrolet Chevelle Super Sport. Go to the AACA Forum for more information and photos of all the Zenith Award finalists.]

Only AACA Senior Award vehicles and previous Grand National Award vehicles may attend the Grand National Meet. These vehicles are of the highest quality, as always,

and it was a real pleasure for me to judge this year's group of vehicles while representing the AACA National Awards Committee. I was also honored to be part of the inaugural Zenith Award Judging Team, which included three TRAACA members: Terry Bond (AACA Past President), Tom Cox (the current AACA President), and me. [Editor's note: The other Zenith Award judging team members were AACA members Mike Jones (AACA Past President), John McCarthy (AACA VP Endowments), and Steve Moskowitz (AACA Executive Director); Robert Larivee (founder of Championship Auto Shows); Dr. Paul Sable (world-renowned Concours Chief Judge); and Angelo Van Bogart (editor of *Old Cars Weekly*).]

In addition to hosting this successful meet, the Kansas City Region offered tours to local attractions such as the Bob Ehinger Museum, the Bingham Waggoner Home, and the Steamboat Arabia, and were outstanding hosts. This was their second National Meet in the last two years and their attention to detail makes this a popular place for AACA National activities.

[Editor's Note: Terry Bond will be giving a presentation on the Steamboat Arabia at our August Dinner Meeting on Thursday, August 17th.]



1904 Sandusky Courier 218—one of the Zenith Award nominees



1908 Maxwell LC



1911 Ford Model T Torpedo Roadster



1934 Packard 1107—one of the Zenith Award nominees



1935 Chrysler Airflow



1936 MG PB



1937 Buick 68



1938 Packard Super Eight—1 of the 20 Zenith Award nominees



1941 DeSoto Custom



1942 Cadillac Sedanette—one of the Zenith Award nominees



1964 Ford Galaxie racecar—another of the Zenith Award finalists



Still Collecting Stuff — *STOP THE PRESSES!!*

By Terry Bond

We interrupt this presentation for a special news bulletin! I have acquired the single most historically important item imaginable! It just arrived safely from Spain! The full story follows—but first, knowing my love of motoring history and the quest for “the rest of the story”—I’ll start at the beginning.



1905 Gordon Bennett Cup presentation goblet

James Gordon Bennett, Jr. (May 10, 1841 – May 14, 1918) was publisher of the *New York Herald*, founded by his father, who emigrated from Scotland. He was born to wealth and enjoyed a life of leisure pursuits. Among his many sports-related accomplishments he organized both the first polo match and the first tennis match in the United States, and he personally won the first trans-oceanic yacht race. He sponsored explorers including Henry Morton Stanley’s trip to Africa to find David Livingstone and the ill-fated USS *Jeannette*’s attempt to reach the North Pole (1879-1881).

Settling in Paris, Bennett Junior launched the Paris edition of the *New York Herald*, named *The Paris Herald*, the forerunner of today’s *International Tribune*. It was while in Paris that Bennett became fascinated with the still young automobile industry. In 1900 Bennett created a race for a prestigious trophy—the Gordon Bennett Cup. That first event was run from Paris to Lyon, France. Cars from all over Europe entered to help promote the automobile industry. The country of the winning team would host the following event—introducing strong competition for national pride.

In 1902, the event was won by S.F. Edge driving a British-built Napier, giving Great Britain the right to host the race in 1903. However, British law at that time precluded racing on public roads, and the British Parliament refused to back down—cars, after all, were still viewed by many as evil, dangerous, and a threat to normal society!

In order to keep the event on British soil, the event was moved to Ireland. That same year, participating countries adopted official “colors” so spectators could more easily identify their favorite vehicles and cheer them on. The British team adopted the Irish color Shamrock Green, which became known as British Racing Green.

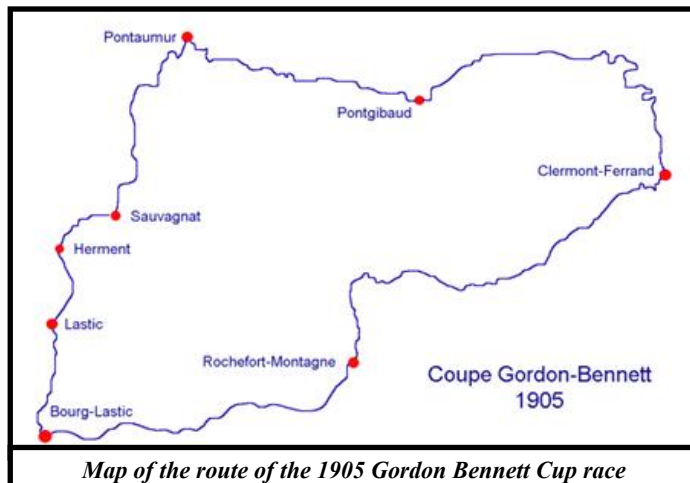
In 1905 the event returned to France, and it was to be the final of the Gordon Bennett series. The following year, it would be under control of the Automobile Club de France (ACF) and would thereafter be known as the French Grand Prix.

As a “grand finale” Bennett went all-out and enlisted major sponsorship from Michelin Tire, headquartered in Clermont-Ferrand. As had been the case since 1903, the race was held on a circuitous route through the mountainous circuit in the Auvergne.

This area also hosted the manufacturer of Europe’s finest chocolates—Rouzaud. The delightful chocolates were sold only in the finest shops in Europe—Paris, Madrid, Rome, London, etc. They were sold in beautiful cobalt blue tins decorated with gold leaf. The Michelins approached the Rouzaud family and asked them to assist in sponsoring the event, convincing them that their chocolates should be served in special glass bowls commemorating the occasion.

The Rouzauds agreed, and approached an old family friend who had a business manufacturing fine jewelry and glass: Rene Lalique. An unknown number (a dozen or less) of these cups were created in fine glass, colored cobalt blue and hand-decorated with race cars and gold trim. They were suitably labeled “Chocolat de Royal Rouzaud” on the underside of the base, and “Coupe Gordon Bennett” opposite on the outside of the base. Chocolates would be served at the start and finish of the race.

Eighteen teams were entered, including three from the United States: a Locomobile and two Pope-Toledos. Sadly however, none would complete the event. Three laps of the arduous course took a toll, and only ten cars



Map of the route of the 1905 Gordon Bennett Cup race



One of two American Pope-Toledo entrants in the 1905 race

finished. The race was won by the French driver Leon Théry in a 96-hp Richard-Brasier.

The cups were probably carried away by the race teams and may be among the first “table decorations” ever given away at a motoring event. One of them now resides in my collection of automobilia.

It was purchased from a Spanish art gallery and was discovered quite by chance while searching for images of Gordon Bennett race cars while researching the history of the event for a future presentation. Following several weeks of e-mail negotiations, and some research to confirm its heritage and authenticity, I pulled the trigger, then sweated blood while it made the trans-Atlantic crossing. Thankfully, the cup was professionally packaged and arrived safely.

I am continuing my research to identify the trail this cup has traveled since July 20, 1905—the date of that historic event. I am beginning to piece together the story. I am comfortable knowing this may be only the second one known to exist.

One is pictured on the cover of the book *“The Motorcar in Art,”* a catalog of the famed Ray Holland automotive art collection, which has since been disbursed to several collectors in Europe. I know a few details of that particular cup and where it came from. In all likelihood, mine may have actually been displayed during the 100th anniversary of the Gordon Bennett Cup auto race at the Michelin headquarters in France. At that time, the cup was the property of a former race driver, mechanic, and restorer/collector of automobiles. Following his death, his



*The winning car of the 1905 Gordon Bennett Cup race—
a Richard-Brasier driven by Leon Théry*

collection of automobilia was disbursed via several auction houses and art galleries.

I believe that all of “Terry’s Rules of Collecting” were in play for this item. Needless to say, it is indeed the single, most important object in my collection of automobilia, and I am honored to be its caretaker. I marvel at the life it has led, the places it has been, and the people it has met. No doubt Camille Jenatzy, Felice Nazzaro, C.S. Rolls, Vincenzo Lancia, Fernand Gabriel, Joe Tracy, and perhaps even Gordon Bennett himself have touched it.

Enjoy the pictures, and happy collecting—I certainly am! Special thanks to Susan for indulging my obsession!

Terry Bond



The other American Pope-Toledo entrant in the race



Hand-painted gold script on the bottom of the Bennett Cup goblet



*Hand-lettered gold script on the base of the Bennett Cup goblet.
(Note the French spelling of “Bennett.”)*

1949 Studebaker Commander Starlight Coupe

Story and photos by Bruce Sedel



Bruce's unexpected acquisition—a 1949 Studebaker Commander

March 3, 2017, was just another Friday at the office for me at Sedel & Associates Realty, Inc., in Virginia Beach where I have spent the last 39 years of my career conducting commercial real estate brokerage sales, leasing and property management along with my brother, Jon. I was at my desk, working on a lease proposal, when I received sort of an unusual text consisting of the message, “Hey Bruce, here’s a picture of one of those weird old cars that you like.” The attached picture was a front shot of what appeared to be a green 1948 or 1949 Studebaker parked in a driveway in front of a detached garage complete with a “For Sale” sign on the windshield. I couldn’t tell what model it was, but from the looks of the text photo it seemed pretty nice.

I texted back to my friend, Tommy, a local HVAC service technician, to see where he was when he took the picture. The return text indicated he had been dispatched to a home in an older section of Newport News, Virginia, and that the car was only a few houses away from where he was conducting the service call. I quickly texted back asking him to see if there was a phone number on the sign. About forty minutes later I received a phone number that I immediately called, at which point I nearly fell out of my chair when the gentleman told me the car was a 1949 Studebaker Commander Regal Deluxe Starlight Coupe and it was indeed for sale. Pretty rare piece.

Turns out he and his sister had acquired the vehicle late in 2016 as a surprise birthday present for their father, who had owned a Starlight Coupe back in the day. The not so good part of the phone conversation was the sad news that shortly after they presented the car to their father, and before they could have the vehicle properly serviced, the father passed away. The two, knowing very little about the Stude, other than the fact that it needed work, decided not to service it and instead elected to sell it. Apparently, that Friday the car was brought out for the very first time and staged in the front yard with a “for sale” sign in the window. Further dialogue with the gentleman indicated the car had come from Waterloo, Iowa, and had been owned by an elderly man who had purchased the vehicle in 1968. The car had been partially restored around 1990 before being stored away in (you got it) an Iowa barn for

the next 24 years until the family sold it after the owner passed away. I decided right then and there, while I was on the phone with the man, that I was going to try to buy it.

I have always liked these particular years of Studebakers simply because of the design. Studebaker really went out on a limb when they hired Lowey Design Studios in 1946 to come up with something bold and new for the hungry, post-war market. They wanted a design that would not only be different from all other makes, they wanted to amaze the public. It was more like the public gasped when Lowey designer Virgil Exner came up with the iconic design. The new models caught so much of the post-war public’s attention that Studebaker dealers across the country, flooded with enthusiastic buyers, were able to sell the new models like hotcakes. The results of the unprecedented sales effort enabled Studebaker to leapfrog from fifteenth to seventh place in the industry! By the end of the 1951 model run, when the design had lasted an unheard of five model years, Studebaker had accomplished a sales marathon record with the “which-way-is-it-going” cars, a feat that would never again be achieved by an independent auto maker as well as a production effort that would never again see an independent place amongst the top ten in the industry.

Anyone interested in acquiring the unusual models will find that most of these era Studes up for sale are Champions, not Commanders, and of course the reason is they built tens of thousands more of the cheaper Champions. The differences in the models were substantial. Champions were built on lighter 115-inch wheelbase chassis and powered by 169-cubic inch egg-beater, 80-horsepower, flat sixes, whereas Commanders were built on the beefier 119-inch wheelbase chassis and were powered with what they called “big sixes.”

At 226 cubic inches and 90 horsepower, the big sixes were further modified in 1949 when Studebaker engineers, in an effort to get more power out of the six banger, reworked cylinder heads with larger valves and increased the stroke resulting in 245 cubic inches and nearly 200 foot pounds of torque producing 102 horsepower. As a



Is that the car coming or going? The Stude had distinct styling.



The Studebaker's original interior

result, Starlight Coupes, which scaled in at a very lightweight 3,210 pounds, arrived on the scene as pretty impressive performers!

Back to the story. The owner agreed to allow me to come by and look at the car early on Saturday, which of course was the next morning. I left work Friday early in the afternoon and hauled my ass to the bank, withdrew some cash, then went home. As has happened before, excitement and anticipation turned out to be kind of a long and sleepless night, but as planned, I pulled up to his doorstep at 8:00 AM sharp. There I finally was able to put a set of eyes on what appeared to be a rust-free and accident-free older restoration and was very nicely equipped with manual "three-on-the-tree" three-speed tranny, Borg-Warner overdrive, and Studebaker's famous "Hill Holder." The older repaint was nice and seemed to be the correct shade of Glacier Green. The interior was also very nice. Overall, I was initially impressed.

But the more I looked, the more notes I sketched on a pad. It didn't take long to determine that the car was going to require a tremendous amount of attention. Anyone has to be aware of the fact that old cars that have sat and sat for years and years are always going to need lots of work. Of course, the difference between getting an old car in "running" condition as opposed to "roadworthy" condition can be like night and day. It all depends on whether your goal is to have a car that will start and run or a car that will be drivable, reliable, and roadworthy. I always choose the latter.

Although reliability and drivability seemed infinitely profuse labor hours away, there was so much that was good about the Stude, including the Iowa title that showed the mileage at the time of purchase by the Iowa owner in June 11, 1968, to be 18,763 actual miles. When we inked the deal, the working odometer on the car read 51,640 miles, which means the car could have possibly travelled only 32,877 miles in 49 years! Of course, the car could have also travelled 132,877 miles or possibly more. As clean and rust free as it appeared, the lesser mileage seemed authentic. There obviously could never be any way for me to document this very believable scenario, however, it was good enough for me. We got together on a price and I gave the man the money.

Here was a car I saw for the first time as a picture on my

cell phone at 11 AM on a Friday that subsequently turned into a car that I owned at 9 AM only twenty-two hours later the very next day! I was not in any way looking for an old car to buy. It just jumped out at me so profoundly that it was simply a matter of having to act quickly. Sometimes windows of opportunity close even more quickly than they open, thus at certain times one must be vigilant and I guess I probably was just that. Anyway, the fuss was over and the transaction was done. The very kind gentleman and his sister appeared to be watching quite fervently as I carefully loaded the vehicle on the trailer, strapped it down, waved goodbye, and then headed west out of Newport News up I-64 bound for Ross Miller's Speedwell Garage in Parkton, Maryland. I didn't even tell Ross I was coming!

Three weeks later I picked up the Studebaker Commander Starlight Coupe fresh as a daisy. Here's a partial list of the repairs Ross Miller completed. New: fuel lines, universal joints, clutch, pressure plate, shift fork, throw-out bearing, heater core, duct, hoses, kick-down switch, overdrive governor, and solenoid. Rebuilt: gas tank, fuel pump, carburetor, Hill Holder, brakes, drums, wheel cylinders, master cylinder, water pump, radiator, overdrive unit, complete tune-up, and front end alignment. There were probably several more items that weren't even listed on the work invoice. Lastly, I bought and had installed a set of new American Classic "skinny" radial black wall tires and special radial tire tubes from Coker Tire Co. It's just like 1949 all over again except it cost a hell of a lot more than in 1949!



The 1949 Stude's 245-cubic inch, 102-hp, "big six" engine

TRAACA July Activities

(Brock Environmental Center Tour—cont'd from Pg. 1)

Virginia Beach (3311 Shore Drive). **Please RSVP if you are coming to Matt Doscher by Monday, July 3rd, (757) 448-7048 or VLW78@hotmail.com.**

Route 17 Antique Store Crawl Saturday, July 22, 2017

Join the TRAACA and HVPR on Saturday, July 22nd, as we “crawl” Route 17 in search of antiques, treasures, memories, laughter, and lunch. We will congregate at 10:30 AM at the York Plaza Shopping Center in Yorktown, VA, on Route 17, located south of Ft. Eustis Blvd and north of Denbigh Blvd. There are several antique shops in the Plaza. One shop opens at 10:00 AM, the others at 11:00 AM. Coffee and donuts will be provided. Restrooms are not available, so plan accordingly.

At 11:30 AM we will travel north on Route 17 across the Coleman Bridge to Gloucester. Bring your EZ Pass, otherwise there is a \$2.00 toll! Ten-to-fifteen minutes north of the Coleman Bridge on the right is Swan Tavern Antiques. This is a more upscale establishment, so bring your credit cards or big dollar bills! You heavy hitters might find something special! Many of the items are quite interesting.

At 12:20 PM we will travel north on Route 17 for about 10 minutes. On the left will be the Marketplace Antique Mall. We will peruse the mall from 12:30 – 1:30 PM. At 1:30 PM, we will proceed to lunch. There are two choices. 1) Bubba's Shrimp Shack, which reports say is delicious if you like fried seafood. You order at the counter. Also in the shopping center is 2) The Wild Horse Café. A relatively new restaurant with a variety of items

and milk shakes. They are anxious to please and are willing to reserve an area for us. If you are hungry earlier, feel free to proceed ahead of the group to either establishment.

Once lunch is complete, you are free to continue your crawl on your own. Just a few minutes north on Route 17 is the Stagecoach Market shop and outdoor flea market. A short way south, and heading home, is a nice thrift store on the right. ***So, get your antique cars ready and join us as we do the Route 17 Crawl!***

In short, our schedule for the crawl is as follows:

10:30 AM: Meet at York Plaza Shopping Center. Shop at York Plaza Shopping Center.

11:30 AM: Travel to Swan Tavern Antiques. North on Route 17 across the Coleman Bridge.

11:45 AM - 12:20 PM: Shop at Swan Tavern Antiques.

12:20 PM: Travel north on Route 17 to Marketplace Antique Mall.

12:30 PM - 1:30 PM -- Peruse Marketplace Antique Mall.

1:30 PM: Lunch at either Bubba's Shrimp Shack or the Wild Horse Café.

2:30 PM: Depart or continue to “crawl” on your own.

All times are approximate. Feel free to join us at any point or depart at any time. We would like to reserve a section at the Wild Horse Café, so please let us know if you plan to attend. Nothing is binding and a last-minute decision is fine. We'd just appreciate a rough count.

Please RSVP by July 20th to Marion McAlpine at (757) -967-0074 or mmmc Alpine05@msn.com and let her know if you can join us and if you would like to do lunch at the Wild Horse Café.

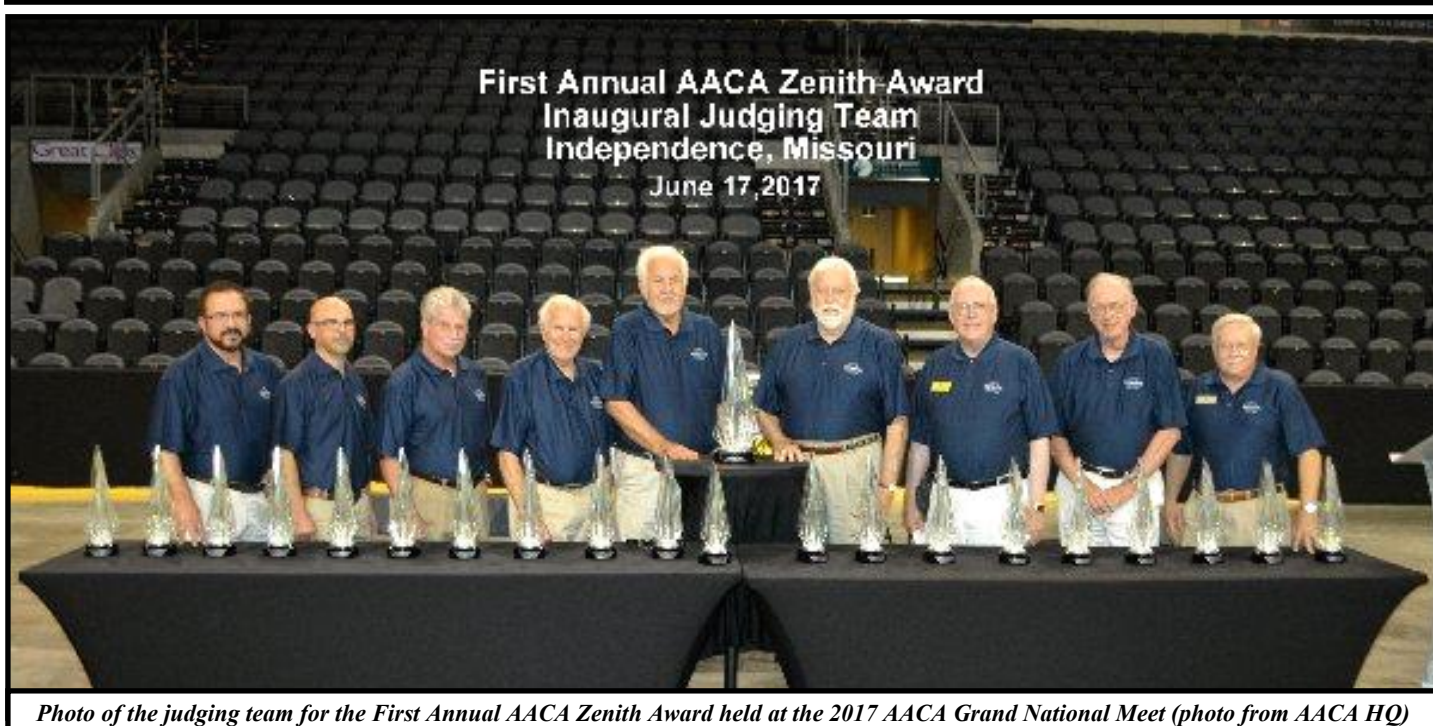


Photo of the judging team for the First Annual AACA Zenith Award held at the 2017 AACA Grand National Meet (photo from AACA HQ)

Civil War Shopping Quiz

Photos by Sally Hartman & Mark McAlpine

While visiting Tredegar Iron Works in Richmond, TRAACA members received a quiz and history lesson on supply and demand during the Civil War when certain products were hard to find in the South and prices skyrocketed. Take a look at the photograph at the bottom of the page and see if you can match the prices toward end of the war for a barrel of flour (\$6 before the war), a pair of leather shoes (\$18 before the war), a yard of fabric (75 cents before the war), a pound of coffee beans (36 cents before), a gallon of molasses (76 cents before), and for a dozen eggs (15 cents). Your choices for the higher prices are \$4.05, \$10, \$35, \$60, \$150, and \$1,000. (The answers are at the bottom of the page.)



Wayne Milligan taking the quiz on the price of goods pre- and post-Civil War



AACA Calendar of Events

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

JULY 2017

17-21 AACA 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- AACA 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

22-24 AACA Winter Meet
Ocala, FL

APRIL 2019

4-7 AACA SE Spring Meet
Charlotte, NC

MAY 2019

25 AACA Grand National Meet
Auburn, IN

ANSWERS: 1) leather shoes: \$150/pair; 2) flour: \$1,000/barrel; 3) fabric: \$35/yard; 4) coffee: \$60/pound; 5) molasses: \$10/gallon; and 6) eggs: \$4.05/dozen.



Fire Extinguishers— What's the Big Deal?

By Roger Irland
AACA Vice President Judging

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



So, when's the last time you saw flames erupt at a car show, right? Other than ones painted on a rod . . .

Well, in my experience, I'm happy to have had an extinguisher handy when I needed it. A number of years ago, I set out for a local cruise night in my 1963 Imperial. As I maneuvered into a parking space, a soft bang and a loss of much-needed steering boost resulted

from the high pressure hose bursting. Hot steering fluid sprayed on a hot exhaust manifold meant flames—and not the painted kind. I suppose I could have run over to the Home Depot and bought an extinguisher and I might have beat the Fire Department to the scene... As I had an extinguisher on the floor by the passenger seat, I was able to quickly douse the flames with minimal collateral damage. I drove the car home and did not make the 10 o'clock news.

At a meet in Nebraska, while a steam car was being fired up, some leaking gas caught fire. Not a big conflagration, but nearby extinguishers kept a disaster at bay. So another good reason to have a fully charged fire extinguisher at the ready is to keep someone else's problem from spreading to your car.

I know some like to keep their extinguisher in the trunk, even held in by a bracket. I have a challenge for you. Have a friend time you as you start from the drivers seat, grab the keys, run around back, open the trunk and free the fire extinguisher from its' bracket and then head back up front to where the problem is. Compare that to reaching under the seat to grab the extinguisher. The cost of a five pound fire extinguisher is nothing compared to the damage that can be prevented when it's available to put to use immediately.

So, you have one for the kitchen, on the way to the basement and one or more hanging in the garage, right?



New Collections Are Arriving at AACA

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

The Antique Automobile Club of America's Library & Research Center has scored a trio of new collections to add to their current extensive holdings of over 1,500,000 automotive-related documents. This library is unique in the fact that it is a free public library and available to anyone worldwide. Its mission continues to be one of service to hobbyists, researchers and writers regardless of affiliation with the club or not.

The centerpiece of these new acquisitions is the incredibly generous donation by Amos Media Company of the library at the former *Cars & Parts* magazine. C & P traces its beginnings to 1957. This extensive library was used by their staff throughout its long publishing history. AACA has had an equally long history of involvement with the magazine as current AACA editor West Peterson was a former editor at *Cars & Parts*, and noted hobbyist, editor and all around great guy Bob Stevens was a long-time active AACA member. According to Bruce Boyd, President of Amos Media Company, "We chose to donate our collection to the AACA Library as it ensures that the work of our wonderful staff over the years will continue to support the collectible vehicle hobby. This library is unique in its ability to help people worldwide as it has state-of-the-art library technology and an amazing professional staff that will preserve the materials for the future. While it was sad to end the storied run of *Cars & Parts* we are most happy to know that the AACA Library will continue to honor our brand."

The collection at Amos Media will fill in the blanks of

several important periodicals in the library's offerings. Being a full-service library is important to AACA as it recognizes all eras of automotive history. "We are most indebted to Amos Media for entrusting us with the care of its valuable library. The collection will remain together as a testimony to a great company and a great magazine that we all miss," stated head Librarian Chris Ritter.

The next collection that has made its way to the library is a personal but important collection donated by AACA member Mark Theisen. During his long-time association with antique cars Mark has managed to amass a sizeable library that filled a car trailer and then some. The collection includes rare books and brochures that will be invaluable to researchers, especially those with an interest in Midwest racing. The archives are dedicated to Mark's father "Red," who instilled in him his love of cars and racing. The AACA Library & Research Center is fortunate to have earned the respect of collectors around the world and to continue to receive amazing donations such as this. Another very, very cool eclectic collection is working its way here to be added to previous material we have from the Fisher Body Craftsman Guild.

Finally, a fan of the AACA Library and noted automotive writer Jim Donnelly is working with us to fill our shelves with books we currently do not have. Jim has an extensive collection, so we are hopeful to add more to our holdings. Growing our library means we can help more people and preserve history—and that is the name of the game.





TRAACA MEMBERS' PAGE

Welcome to our New Members!

Douglas Grosz
Virginia Beach, VA
-1983 Cadillac Coupe de Ville

William Grosz
Virginia Beach, VA
- 1947 Packard Custom Super Clipper Eight

Darlene Hooks
Chesapeake, VA
- 1955 Ford Club Sedan



Members celebrating anniversaries in July



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



Recent Award Winners



AACA Grand National —Independence, MO:

Jim Elliott	1982 Chevrolet Corvette Repeat Preservation Award
Mark Strang	1970 Morgan 4/4 Senior Grand National Award



Members celebrating birthdays in July



Bob Bond	Mike Langowski
Jack Burroughs	Marion McAlpine
Linda Cooper	Diane Monroe
Anita Crafts	Thomas Murphy
Nancy Garnett	Sylvia Roughton
James Gregg	Leslie Scarpelli
Douglas Grosz	Tony Scarpelli
Daniel Hawk	Nina Serrone
Jon Hunger	Harold Via, Jr.
Bob Kinker	Betty Villers
Frank Lagana	

Sunshine Report

Condolences are extended to the following members who recently lost loved ones:

- **Bill Treadwell's father** suffered a stroke on June 7th. He initially showed improvement, but unfortunately passed away on June 30th.

Our thoughts & prayers go out to the following members:

- **Frank Lagana** is having blood work done for his liver and thyroid.
- **Maxine Milligan** is having frequent headaches and is seeking assistance from a neurologist.
- **Dwight Schaubach** recently underwent back surgery.
- **Frank Stevens** is not doing well—his health continues to deteriorate.
- **Viator Trudeau** had a pacemaker inserted on June 27th

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



(L-R) Brougham, 4-passenger Albany Sleigh, and Roof Seat Break at the Maymont Estate Carriage House



July Dinner Meeting Thursday, July 20th



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 new earlier start time for dinner.) Dinner will be Chicken Marsala, thin-sliced ham, mashed potatoes, corn, house salad, and chef's choice of dessert. Our guest speaker is Leon Duray "Jigger" Sirois, who will be giving a presentation on his days as a midget race car, stock car, and Indy car driver.

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!



National Collector Car Appreciation Day Cruise-In



**Friday, July 14, 2017
5:00—8:00 PM**

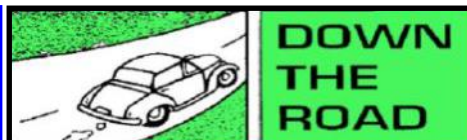
**Daniels Performance Group
20128 IWIP Road, Smithfield, VA 23430**

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."*

Although hundreds of National Collector Car Appreciation Day shows will be held throughout the country, the only one in Virginia listed on SEMA's website is being held at TRAACA member Charlie Daniels' Performance Group in Smithfield, VA. This year's event will have live music, a food vendor, and cool cars—especially if you bring yours! A \$3 donation is requested to benefit our local *Toys for Tots* drive.

This is our special "holiday", so let's show up in force as a club to celebrate National Collector Car Appreciation Day at fellow TRAACA member Charlie Daniels' shop in Smithfield on Friday, July 14th!

For more info on the show go to the Daniels Performance Group Facebook page or to the Virginia Peninsula Car Club Council's webpage: www.vpccc.org.



Other Regional and Local Events

JULY 2017

- 4** Classic Cruisers Car Club
Annual 4th of July Car Show
Williamsburg, VA
- 14** Collector Car Appreciation
Day Cruise-In
Daniels Performance Group
Smithfield, VA
- 14-15** Hurst Nationals
Carlisle, PA
- 14-16** Carlisle Chrysler Nationals
Carlisle, PA
- 15** Collector Car Appreciation
Day Car Show
Gloucester, VA
- 22** Shenandoah Region AACA
and Museum of the
Shenandoah Valley
8th Annual Car Show
Winchester, VA

AUGUST 2017

- 5** U.S. Coast Guard Birthday
Car Show
Portsmouth, VA
- 19** Khedive 26th Annual
"Fun-n-Shine" Car Show
Chesapeake, VA
- 24-27** Corvettes at Carlisle
Carlisle, PA
- 26** 9th Annual Thomas Nelson
Comm. College Car Show
Newport News, VA

SEPTEMBER 2017

- 9** 7th Annual AOH Car Show
Virginia Beach, VA
- 16** 42nd Edgar Rohr Car Show
Bull Run Region AACA
Manassas, VA
- 16** MOPAR Madness
Virginia Motorsports Park
Dinwiddie, VA
- 17** 33rd Annual Classics on the
Green Import Car Show at
New Kent Winery
New Kent, VA
- 21-24** Charlotte Auto Fair
Charlotte, NC
- 23** 25th Annual Beachcombers
Corvette Club Car Show
Virginia Beach, VA
- 27-1 Oct** Fall Carlisle
Carlisle, PA



Khedive Autos Shriners' 25th Annual Fun-n-Shine Car Show Saturday, August 19th, 2017 10:00 AM—3:00 PM

Rain or shine—no rain date!

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 1st)
(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
Car Show POC: Pete Wright—CP: 434-7383 / Home: 421-0104





EDITOR'S DESK

Marion & Mark McAlpine

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

Wow, we are almost halfway through the 2017 year. There have been some great TRAACA activities already this year. In June, we went to Richmond for a two-day tour taking us to several museums and even a ghost tour in downtown Richmond. Matt & Vickie Doscher did a great job putting together the itinerary. We all came away with some very nice pictures and a great deal of information.

Bob Pellerin has been arranging wonderful speakers for our dinner meetings. Our own Jeff & Pat Locke gave an informative presentation on the Seal Cove Museum in Maine at the June dinner meeting. If you were not able to participate in these activities, please read about the fun things we have planned for July and the rest of the year in this issue of *The Mudflap*.

For July, there will be two activities to participate in and a great speaker at the July dinner meeting. We start with the July 8th activity at the Brock Environmental Center in Virginia Beach. On July 22nd we will join our sister region, the HVPR, for the Route 17 Crawl (antique shopping and lunch), in Yorktown. For the July dinner meeting, Bob Pellerin has again scheduled an interesting speaker, a former midget racecar, stock car, and Indy car driver. You will have to attend the meeting to see who this person is (or you can look at the information on Page 17).

There have also been many activities in the car hobby outside the TRAACA. Besides the local shows and cruise-ins, there have been AACA National Meets and tours. The most recent AACA event was the Annual Grand National Meet held in Independence, MO, on June 15-17, 2017. Some TRAACA members attended the Grand National Meet, which you can read about on Pages 8-9 of this issue of *The Mudflap*. Something special happened at this Grand National: the AACA Zenith Award made its debut. (Bob Parrish describes the Zenith Award in his article about the Grand National Meet.)

The Lincoln Highway Tour made its way from Iowa to Manitoba in late June. Some of our fellow TRAACA members joined in on this tour. I bet it was interesting. Hopefully, we get some nice photographs and a great story from them to share with the club in next month's *Mudflap*.

Don't forget we also have the National Collector Car Appreciation Day Car cruise-in on Friday, July 14th, at Daniels Performance Group in Smithfield (owned by fellow TRAACA member Charlie Daniels). Charlie holds this show every year, and it is always a fun time. AACA HQ is encouraging all regions to participate in a local NCCAD car show or cruise-in that day, so it would be great if we could get a good turnout at Charlie's shop.

So even though there are no AACA National Meets in July, there are many things to see and do close to home. Please check out the activities we have planned and come join your fellow TRAACA members for some fun and interesting things to do.

Marion McAlpine

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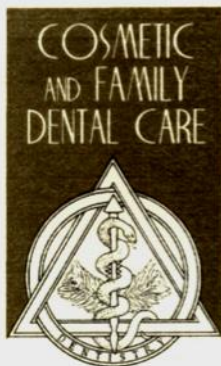
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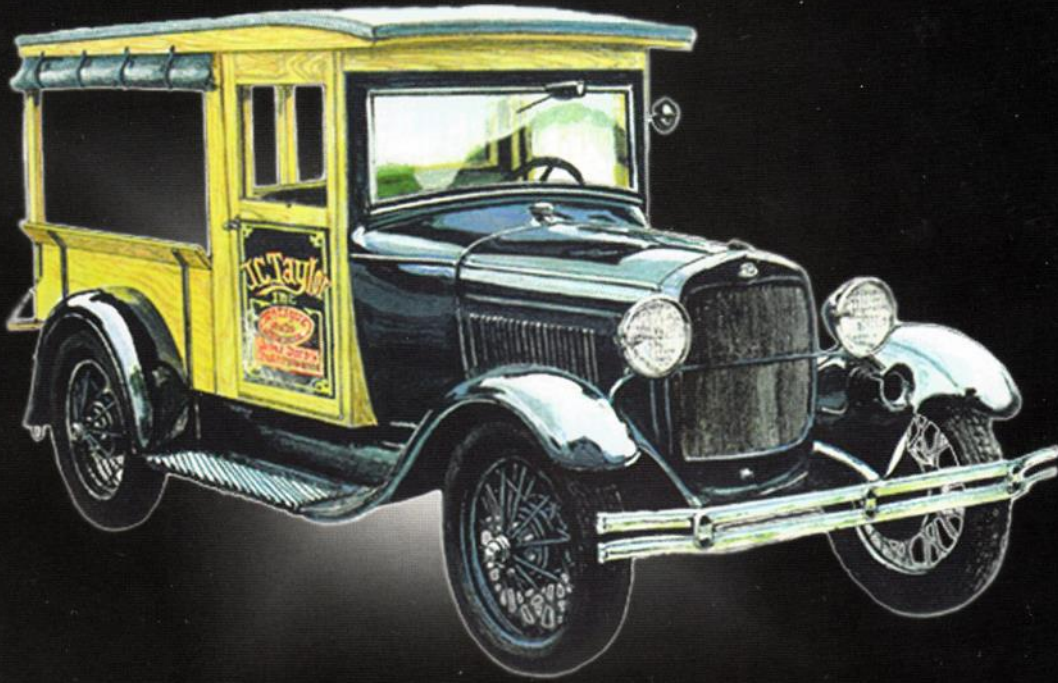
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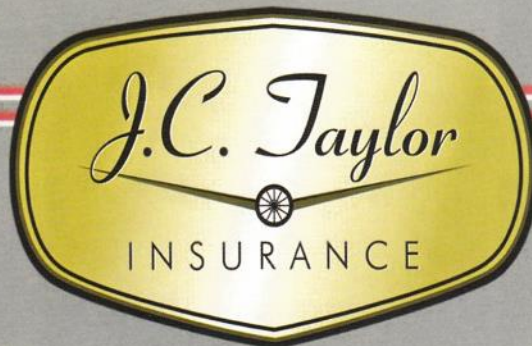
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