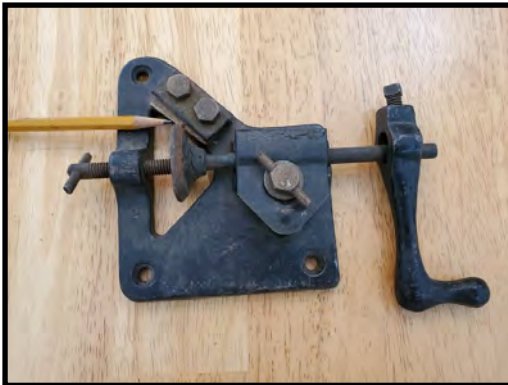


Primitive Valve Refacing Tool

Story and Photo by Samuel Kern



Special tools needed for deep engine repairs have improved along with automotive engineering innovations. A good example is this archaic valve refacing tool I recently discovered in some “stuff” (of which I have excessive amounts!).

This is a very early manual bench-mounted valve refacing tool that my grandfather, Harvey F. Kern, would have used at his Model T repair shop. Note the adjustable cutting blade indicated by the pencil, the thumbscrew

used to adjust the depth of the cut, and the short crank. This one looks NOS because the cutter is pristine and the screw holes are not devoid of paint. Most garages would have soon replaced this simple type of tool with electric valve grinders that provide much greater accuracy and productivity.

Nowadays very few, if any, garages would have valve and seat refacing equipment because of the vast and constantly-evolving improvements in automotive technology and metallurgy. Automotive machine shops, however, would have valve grinding machines (possibly numerically controlled) as well as a wide array of every other piece of modern equipment needed to rebuild an engine.



Right-hand drive 1931 Ford Model A Deluxe Phaeton in the Model A Ford Museum at the Gilmore Car Museum (see story on page 4)



TRAACA CALENDAR

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

OCTOBER 2020

1 Board Meeting

24 **Chili Cook-Off (cancelled)**

NOVEMBER 2020

12 Board Meeting TBD

14-15 **TRAACA tour to Eastern Shore of Maryland (cancelled)**

19 Dinner Meeting (Holiday Inn Convention Center Virginia Beach/Norfolk)

DECEMBER 2020

10 Board Meeting TBD

12 Botanical Garden Holiday Lights

13 Holiday Brunch, Princess Anne Country Club, Virginia Beach



President's Podium

Wayne Milligan
TRAACA President
traacacontact@gmail.com
(757) 416-8993



Hello fellow Tidewater Region AACA members. I hope all are well and safe! The title of one of the Grateful Dead albums, *'What a Long Strange Trip It's Been'* seems very descriptive of 2020 thus far. Though I'm sure not all of what they may have implied in their title has much to do with the Tidewater Region or a pandemic, 2020 has certainly been strange. Hopefully, with the calendar changing from 2020 to 2021, we'll begin to see a return to normalcy within the hobby.

As you know, the 2020 Annual Meet was 'delayed' until 2021. The Annual Meet Committee met recently and the hope is to move forward with many of the same plans that were in place for 2020. The *TRAACA Experience* will take place and it certainly will be a must-attend event in the coming year! Fortunately, we do not have to wait until next year to begin enjoying a little piece of our 47th Annual Meet. As I briefly touched on in last month's article, there is something very tangible available to commemorate the Meet. One of the many unique elements is a collectible, limited edition, commemorative poster by nationally noted artist, Joseph Craig English. The posters have arrived and Meet Chairman Paul Fuqua has them at his office in Chesapeake. The posters are for sale and the price is \$10 for Tidewater Region members and \$15 for non-members (checks payable to TRAACA). There are also a very limited number of signed prints available for \$100.00. Much like the Grand National dash plaques from Gettysburg, these posters represent a most unusual and challenging year for the automobile hobby. Similar to a misprinted baseball card, their rarity makes them a must-have for enthusiasts.

Moving forward, the Board is meeting soon to discuss Club events through the rest of 2020 including the annual awards, voting for upcoming Board positions, dinner meetings or modified gatherings, along with several other agenda items. Specific to Board positions,

Marion McAlpine agreed to chair this year's Nomination Committee. Marion formed a fantastic Committee made up of members Terry Bond, Skip Patnode, Bob Parrish, and Bob Stein. Together, they presented an excellent slate of Officers and Board members including Tim Hund (continuing as Vice President), Tammy Park (Treasurer), Fred Cole (moving from Board member to Secretary), Jerry Adams (Board member), Dick Chipchak (Board Member), Doug Grosz (continuing as Board member), Skip Patnode (Board member), and myself (hoping to serve one more year as President). It's not common to list the slate of Board members in the President's newsletter article but 2020 has been anything but common. To obtain a quorum of our member's votes, email will likely play a role this year. Exactly how that will take place is still being developed but the email will include the proposed slate of Officers and Board members, a request for nominations from the 'floor', a request to PLEASE include the voting member's name (both names for joint memberships), and to whom member's votes should be emailed to.

Though the Region has been much less active this year, those who have served on the 2020 Board (Tim Hund, Ellen Adams, Bill Treadwell, Dot Parrish, Doug Grosz, Fred Cole, Travis Berry, Charlie Dawson, and myself) have faced some very difficult decisions. I look forward to continuing to work with the current Board through the remainder of 2020 and January of 2021.

Again, I hope all remain well and safe. I look forward to seeing each of you very soon!

Warmest Regards,

Wayne Milligan,

'20 Tidewater Region AACA President

2020 TRAACA Officers & Board

President - Wayne Milligan:

traacacontact@gmail.com

Vice President - Tim Hund:

traacacontact@gmail.com

Secretary - Ellen Adams

Treasurer - Bill Treadwell

Board - Fred Cole

Board - Travis Berry

Board - Dot Parrish

Board - Doug Grosz

President Emeritus - Matt Doscher

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



From the Running Board

July 28, 2020 TRAACA Board Meeting Minutes
(final approved copy can be obtained from Secretary)

Officer's Present: Wayne Milligan, Tim Hund, Ellen Adams, Bill Treadwell. Board Members present: Fred Cole, Dot Parrish. Club members present: Jerry Adams, Dick Chipchack, Paul Fuqua, Bob Parrish, Barry Basnight.

Quorum: Board Meeting called to order at 6:04PM.

President: Thanked everyone for taking time to be here. Thanked Paul Atkinson for allowing us to use his facility to meet. Travis Berry has joined the Board to fill an open position – thank you Travis for agreeing to serve the Region.

Vice President: Seconded what Wayne said.

Secretary's Report: Nothing to report

Treasurer's Report: Shared Treasurer's Reports previously sent out in email along with the 2020 Annual Meet Report YTD for review.

New Business:

- Should the club continue planning the Annual Meet?
 - Paul & Bob met with Keegan, Director at Military Aviation Museum (MAM), on Saturday, July 25th. Keegan confirmed that the COVID restrictions placed on venues such as the museum do not preclude us from conducting the Meet on September 19th. Per Keegan, we are still good to move forward with a maximum headcount of 1000.
 - Motion to move forward with the annual meet up until the event that the MAM decreases their headcount cap of their facility from 1,000 to 500, at which point the board will move to cancel the meet. Motion passed.
- Dinner meeting on August 20th—Board decided to cancel due to the cap of 50 currently in place with COVID restrictions.
- Doumar's on August 29th—Board decided to move forward as a small group is manageable at this location.
- Board Meeting on August 13th—Board decided to keep this meeting on the books at this time to have time already slotted in the event the COVID situation changes and decisions surrounding the Annual Meet need to be made.

Adjourned at 7:09pm. Next board meeting is 7:00pm Thursday, August 13th, location TBD.

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

Editors: Doug Grosz and Ken Packard
C/O: Bill Treadwell 416 Woodlake Road
Virginia Beach, VA 23452

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The Importance of the CJE Program

By Anthony Scarpelli, Chairman Continuing Judges Education, scarpp02@aol.com

(Reprinted with permission from The Judge July 2020 Number 258 AACA)

AACA judging is an uncomplicated and fair system in evaluating multiple makes of cars at the same time. A major key to fair judging is scoring consistency. The factor in insuring consistency is Continuing Judges Education (CJE). According to the AACA Official Judging Guidelines, "the CJE Program was designed to further maintain the consistency level among National Judges." *The Importance of the CJE Program* By Anthony Scarpelli, Chairman, Continuing Judges Education. CJE instruction is available at every National show. CJE instructors should have at least 25 judging credits. Instructor classes are approved by the CJE Chairperson and the Vice President of Judging. These classes cover all four areas of judging: exterior, interior, chassis and engine. Although you can only get one annual CJE credit, everyone is encouraged to attend a CJE class at every show to improve your professional knowledge. If you feel you have special knowledge in an area and would like to join the 40+ instructors that have voluntarily created classes to contribute to our hobby and keep AACA judging the most professional system around, please contact me.



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Gilmore Car Museum—Part 4

Hickory Corners, MI

Model A Ford Museum



Story by Marion McAlpine. Photos by Mark McAlpine

This article is the fourth in a series of at least seven articles about the Gilmore Car Museum located in Hickory Corners, MI (midway between Battle Creek and Kalamazoo, MI). This month's article highlights the Model A Ford Museum, one of the six partner organization museums located on the Gilmore campus. (The other five are the Cadillac-LaSalle Club Museum, the Classic Car Club of America Museum, the H.H. Franklin Collection, the Lincoln Motor Car Heritage Museum, and the Pierce-Arrow Museum.)

The Model A Ford Museum is a 13,000 square-foot facility located near the main Gilmore Car Museum building—the Automotive Heritage Center. According to the Gilmore Car Museum website, the Model A Ford Museum is “the largest public museum dedicated to the Model A Ford.” The Model A Ford Museum was designed to represent a medium-sized 1928 Ford dealership, complete with a brick façade on an otherwise steel constructed building. The building includes a small dealership showroom, a service area complete with numerous NOS parts, tools, and materials that you would anticipate a mechanic in the late 1920s would need. There are even vintage gas pumps in front of the building.

The Model A Ford Foundation, Inc. (MAFFI), is a nonprofit organization established in the late 1980s. MAFFI, with help from the Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC), was the driving force behind the creation of the Model A Ford Museum. Apparently, the Gilmore Car Museum was not the first choice for the location of the museum. However, for various reasons the other two locations did not work out. As fate would have it, the Gilmore Car Museum has proven to be a great location for

the Model A Ford Museum.

Amazingly, the construction for the building began in April of 2011 and the Model A Ford Museum opened in September of 2011. The museum is able to maintain rotating displays of loaned and donated items with the help of MAFFI, MAFCA and MARC members. Annually, on the third Saturday of September, the museum holds a Model A Day event, to commemorate the opening of the Model A Ford Museum.

Ford produced the Model A from 1928 – 1931. The Model A Ford Museum contains many beautifully restored examples of each of the years the Model A was produced. A few of my favorites were the 1929 Model A Roadster pickup, the 1930 Model A Deluxe Roadster, and the 1931 Model A Deluxe Phaeton. Also on display in the museum is the 1928 Ford Model A Phaeton that Henry Ford gave to his friend Thomas Edison. When Edison died, his wife returned the car to Ford.

The Model A Ford Museum has several static and interactive displays. One of the displays is of a Model A cabin in which museum visitors can sit and they are prompted through each of the eight steps it takes to start a Model A. Visitors can also enjoy a ride around the Gilmore Car Museum campus in a Model AA stakebed truck that was reconfigured for passengers.

As a reminder, the Gilmore Car Museum will soon have a new museum for our enjoyment. The Muscle Car Museum has a tentative opening planned for 2021. If you can't wait until next year, the Gilmore Car Museum has plenty of great car, motorcycle, pedal car, and hood ornament collections to keep you busy. Be sure to put the Gilmore Car Museum on your bucket list, or like us, your repeat bucket list.



The Model A Ford Museum—one of the on-site partner museums at the Gilmore Car Museum in Hickory Corners, MI



Thomas Edison's 1928 Ford Model A Phaeton



1928 Ford Model A Tudor Sedan



(L-R) 1929 Ford Model AA truck & 1928 Model AA fire truck



1929 Ford Model A Roadster



1929 Ford Model A taxi cab



(L-R) 1929 Ford Model A Standard phaeton & Model A Roadster p/u



1930 Ford Model A cabriolet



1930 Ford Model A Deluxe roadster



A Parts Department display in the Model A Ford Museum



1930 Ford Model AA 32-passenger school bus



1930 Ford Model A panel delivery truck



1930 Ford Model A 4-door Town Sedan



1930 Ford Model AA service car tow truck



1931 Ford Model A convertible sedan



1931 Ford Model A convertible sedan



1931 Ford Model A Victoria coupe



1931 Ford Model A Deluxe phaeton



1931 Ford Model A roadster pickup



1931 Ford Model A closed-cab pickup



1931 Ford Model A station wagon



(L-R) 1928 Ford Model A Business Coupe and 1928 Ford Model A Special Coupe



Still Collecting – Keeping up with In- flation– Tire Pumps!

By Terry Bond

Although not all of the earliest tires required air in them (some were made of solid rubber), the development of the pneumatic tire fostered the development of a whole range of different types of equipment to keep them inflated.

Looking back in history, the pneumatic tire was actually invented by R.W. Thompson in Stonehaven, Scotland. He received a patent in 1845. He is also recognized as he inventor of the fountain pen.



Robert William Thompson 1822-1873

When we lived in Scotland, courtesy of the U.S. Navy, we were very close to Stonehaven, on the North-Eastern coast (south of Aberdeen). The city held an annual celebration of their place in the history of the automobile by holding an antique car rally – the R.W. Thompson Memorial Run. We had the joy of participating in that event several times.

Back to the story: Of course, all of this pre-dates the development of the automobile, but use of the pneumatic tire on bicycles was rapidly becoming commonplace. It was John Dunlop who, in connection with Harvey du Cros, founded a company in

1889 to produce tires for bicycles. Dunlop tires first appeared on a motorized vehicle in 1903 when he began supplying them for the first Triumph motorcycles.

At that time, pumping air into the tires was done using simple manually operated bicycle-style tire pumps.



A typical early tire pump for a bicycle or early motorcycle.



Closeup of the handle showing the makers name.

The pumps were usually attached to the bicycle frame with special clips. Some were fitted with a foot stirrup to gain added leverage. Bicycle shops and later garages, used motor driven compressed air pumps.



An early Dunlop foot operated tire pump.

With the development of the automobile, higher volume pumps became necessary. Still manually operated, it was back-breaking work to inflate a tire that required as much as 70lbs of air pressure to help hold them onto early rims.



Two nicely restored early Ford tire pumps. Double, even triple barrel pumps were used to provide increased air volume.

Even my 1914 Model T Ford carries 65-70Lbs of pressure in them. Using the original Ford supplied tire pump is more exercise that I'd like to enjoy on a hot day in the sun.



A brass triple barrel tire pump manufactured by Kellogg, a popular early manufacture of air pumps.

Roadside tire problems were a most common difficulty for early motorists. A combination of bad roads and poor quality tires often meant numerous stops along even the shortest journey. Over the years, many devices were offered to help – not all of them successful.



One of the least popular but most common roadside repairs in the early days of the automobile was fixing a flat tire.

Prest-O-Tire Tube

Price (Complete) \$3



Little, But Oh My!

This little tube is only a foot long and 1¼ inches in diameter, and weighs only 1 pound.

Yet it holds enough carbonic gas, giving high pressure, to pump up a flat 30x5 tire in a jiffy. The gas is very beneficial to rubber.

Simply turn on the valve! No work! No strong language! No delay!

Each tube comes to you hermetically sealed. Cannot possibly leak. Takes up little room in the tool kit.

Carry several of these little tubes, if

An ad for a portable pre-filled air canister to quickly and "easily" re-inflate a flat tire. There really is nothing new!

Although there was always a lot more to roadside tire repair than just hooking up a tire pump, our focus this month is on those pumps themselves. In a later article we'll look at some different types of tire repair tools and kits. Back in April 2018, I also wrote an article on tire patch kits. They remain a very inexpensive collectible.

One interesting device that could be added onto the running board of a larger car was a special dual-cylinder tire pump known as the "Dead-Easy" tire pump. It was manufactured by the Globe Manufacturing Company in my home town-Battle Creek, Michigan.

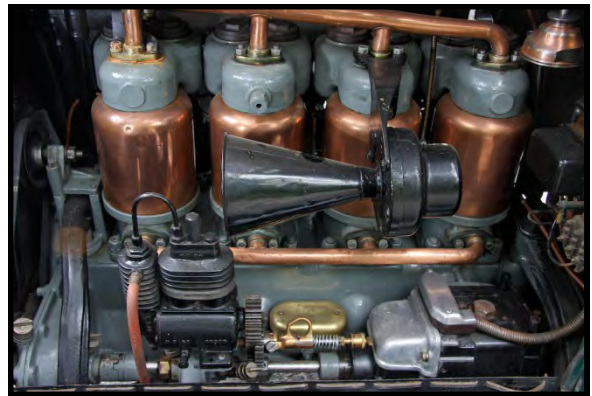


Running board mounted "Dead-Easy" tire pump.

Some air compressors were also mounted under the hood of larger cars. Kellogg of Rochester, New York, had long been a manufacturer of air compressors for commercial use, and in the early teens began producing a more compact unit that would easily fit in the engine compartment.



An early under-hood mounted Kellogg air compressor for easily inflating tires. One of the first car manufacturers to offer such a unit was Cadillac.



1914 Cadillac engine compartment showing an under-hood air compressor.



Smaller units were offered for other cars including this after-market compressor designed for the Model T Ford.

An even simpler device was an accessory tire inflating device that used actual engine compression. Several different manufactures appeared in the teens offering a small air pump that could be used in conjunction with a special spark plug. The spark plugs had an easily removable center core. Once removed, the base of the plug was designed so it would fit that air pump, enabling you to connect one cylinder directly to a tire. Of course you would be pumping an explosive fuel/air mixture directly into your tire. No smoking allowed, and be sure not to create any sparks using tire irons, lug wrenches, screw-drivers or hammers!

It's not too difficult to find the individual tire pump, if you know what to look for in a swap meet. It is more difficult to find the special spark plug however since you will be competing with spark plug collectors to find them. Individually the spark plugs can be worth several hundred dollars depending on condition. A few years ago at Hershey I was fortunate to

find a complete outfit in its original wooden box containing even the individually boxed spark plugs for less than \$100.



Two brands of spark plugs with removable center cores. Part of a tire pump outfit containing pump, connector, hose and inflation valve.

AUTOMOBILE TRADE JOURNAL. 251

7 Reasons Why Dealers Should Handle the MAYO SPARK PLUG PUMP

1. It is the oldest spark plug pump on the market. There is nothing experimental about it. It proved its worth years ago.
2. At \$10.00 it is the lowest price full-grown quality spark plug pump obtainable—sold complete with gauge, 12 ft. hose and all connections. That means no competition, quick sales, quick turnover, quick and liberal profit.
3. It is the most thoroughly advertised spark plug pump. Mayo pump advertisements appear regularly in *Motor*, *Motor Age*, *The Automobile*, *Motoring* (Canada), *Automobile Dealer and Repairer*, *The Automobile Trade Journal*, and numerous other publications throughout the country. Mayo advertising makes Mayo sales easy. Mayo creates the demand, all the dealer has to do is to supply it.
4. It is adapted to all makes of cars, from Ford to Loxier. You don't have to carry special pumps for special cars. Every motorist is consequently a prospective buyer.
5. It is guaranteed to give satisfaction or the purchaser's money refunded. Any motorist can try a Mayo free on his car for 30 days. If at the end of that time he is not satisfied, he can return our pump and we will return his money. The Mayo pump is good enough to enable us to let the motorist sell himself.
6. It is as near mechanically perfect as expert engineers can make it. It is very simple—it can't get out of order. It is made with rings like a motor and will last as long. An occasional drop of oil is the only attention it ever requires. It pumps fresh air only—air drawn direct from the atmosphere. Most important of all, it is durable. The reputation of more than one dealer has been damaged by the sale of poorly constructed spark plug pumps—pumps which would not "stand up." Mayo pumps are not made merely to sell, but to stay sold.
7. The Mayo Manufacturing Company cooperates with its dealers. It supplies them with specially prepared sales-pulling literature—with attractive lithographic posters—and in more ways than one makes the dealer's work easy.

PRICE, Complete with Gauge, \$10.00
Send for Poster, Handsomely Lithographed in Colors

MAYO MANUFACTURING COMPANY, 51 E. 18th Street, CHICAGO, ILL.

Advertisement for the Mayo Spark Plug Pump outfit.

Larger pumps for use in garages and service stations are eagerly sought by those of us who are recreating old garages in our back yard. Antique air compressors are likely to turn up at farm equipment auctions more often than in antique shops. They are not expensive but getting them to work can be a challenge if you want a functioning unit.

There is one garage unit that is not so easy to find, and can get fairly expensive – the well-known Michelin tire inflator.

Kellogg

Motor - Driven Garage Pump

Weight 70 lbs.
Floor space 10 x 15 inches

does away with the need of a storage tank. Instead of running the automobile to an air tank, take the air to the automobile. The outfit is easily portable, and can be operated from the nearest lamp socket.

Consists of a Kellogg Four-Cylinder Air Pump, driven by a $\frac{1}{2}$ horse power motor with a silent chain. Gives a steady flow of air, and is one of the fastest compressors on the market.

Complete with rubber hose, cable wire, gauge, etc.

Send for booklet and full information

KELLOGG MANUFACTURING CO.
11 CIRCLE ST., # ROCHESTER, N. Y.
Madison Square Garden, Space No. 291. Chicago Show, Space No. 154

Advertisement from 1911 for Kellogg Motor Driven Garage Pump.

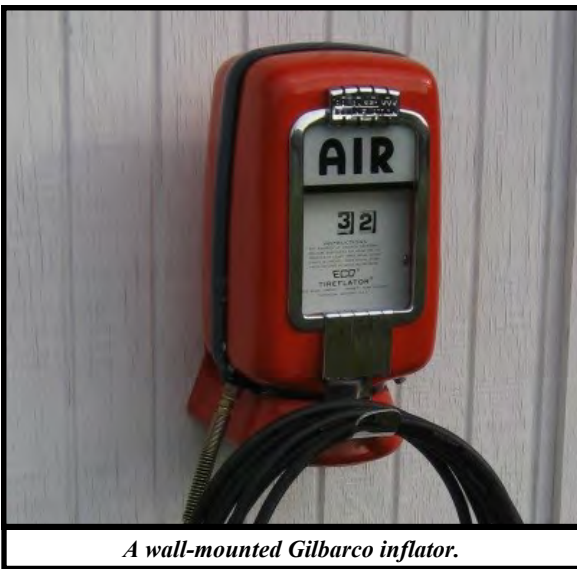
These wonderful and practical tire pumps served as great advertisements for Michelin tires. The Michelin man ("Bibendum" as he is also known as) has a rubber host sticking out of his mouth that is actually used to pump up your tires. These units were produced in France and come in both large "wheel-around" garage size, and four different smaller sizes. They are popular collector's items, and good working examples can sell for well over \$1000. The larger wheel-around size units are more difficult to find, especially in good condition.



Early Michelin man tire inflator.

The Michelin man himself on these compressors was made of cast iron so they can be quite heavy. Be aware however, that various components, and even "display" non-working decorative compressors are readily available. It's easy to get ripped-off buying a reproduction.

Some of the pieces that have been reproduced include the Michelin man himself, the lithographed tin labels on the side, the hose and connector and the stand itself. The top cover itself can also be pur-



A wall-mounted Gilbarco inflator.

badly damaged or even missing from unrestored originals. Modern reproductions are completely functional and they can even be purchased with a “distressed” appearance so they will look old when placed onto original units.

There are also minor differences in them depending on when they were produced and by which of two companies that made them. An excellent source for information about any Michelin collectables is the excellent book “The Michelin Man” by Rudy Le-Coadic, published by Schiffer. The book was published some time ago so it’s best to ignore the “price guide” included.



Produced in the 1950s, these air meters could be found on every country garage forecourt. Remember when air for your tires was “free?”

chased. The top cover contains the regulator and pressure gauge. The housing for it is made from pot-metal and is usually

These compressors were produced in the twenties and were always well used, so finding one in good working condition can be very difficult. They do turn up in French antique markets but the cost of shipping them would add considerably to the price.

Most often seen in this country are the wall mounted or stalk mounted tire inflates produced by Echo and Gilbarco.

There are many variations on these units and their popularity has grown tremendously over the past several years. Prices on nicely restored units can top \$2000, however unrestored examples are still easily found in swap meets or laying in the weeds behind old country gas stations. The turn up regularly at auctions, on Ebay and even sometimes in local advertisements.

Restoration can be difficult, so it pays to try to find one in working condition. Fortunately many pieces are readily available, even some of the trim has been reproduced.

It would take an entire book to discuss all of the different models of these inflators that were available over the years. Most today have been relegated to decorator items in garages and even inside the home in a motoring-themed den. If contemplating purchase of one, you have the luxury of shopping around to research things like rarity, condition and value. Let your fingers do the walking on your keyboard and you’ll quickly gain enough education to avoid getting burned on a potential purchase.

We’ve gone from the simple hand operated pump to the electrically powered show-pieces that are usually displayed along with well restored gas pumps. Now doubt they are now prettier than they were when originally in use, but these have “character” unlike today’s tin boxes with a slot for your quarter.

Yes, I remember when air was free, and I also remember when I found my first Eco inflator – it too was free, retrieved from the weeds behind an old garage. Happy collecting – and enjoy the photos.

Happy collecting – and enjoy the photos.

Terry





Car Show at Williamsburg Antique Mall to benefit the Alzheimer's Association

By Marty Sugermeyer and Donna Elliott

Pictures by Marty Sugermeyer

After so many car event cancellations, what a happy surprise to receive the following email from Donna Elliott on Sept. 2nd. "It has been such a long time since we have been together. Well here's our chance. Sunday, September 20 from 11 – 3pm at the Williamsburg Antique Mall, there will be a car show to benefit the Alzheimer's Association. No judging, no registration, just park and chat. Visit the Antique Mall, food on the premises, practice social distancing. We will be accepting donations for the Alzheimer's Association. Please forward to anyone you know."

Donna sent me a recent email telling me how the event came about:

"The managers of the Williamsburg Antique Mall had the idea. They wanted to give back to the community and give to charity. I also volunteer with the Alzheimer's Association and belong to a team. Since I was the connection between the two organizations, we were able to plan it. The folks at



Jim and Donna Elliott

the Alzheimer's tent were part of my team."

When Neil, Jay Jay, and I got to the Williamsburg Antique Mall, Jim and Donna Elliott had set up a table on a grassy area next to the Alzheimer's Association tent to sign up new AACA members. They signed up four during the show including giving three military folks a free membership.

About 40 to 50 cars were on the field. More arrived over the next couple hours for a final total of about 80 cars. AACA members represented TRAACA and HVPR. Members present were: Tony and Leslie Scarpelli, Jim and Donna Elliott, Neil and Marty Sugermeyer, Mikey and Toni McChesney, Keith Colonna, Jonathan Smith, Al and Linda Crane, and new members Larry and Cathy Munk. Mike and Darlene Brown came to see the show without a vintage car.

It was such a nice day. We had lovely weather, the antique mall nearby, and the freedom to come and go as we needed. As the afternoon arrived, folks were still coming in and a few early arrivals had to leave early. The HVPR and TRAACA folks were among the last to leave. So great to have some time together!



Donna Elliott registering a participation.



Mickey McChesney's 1984 Oldsmobile Delta 88



Cars at the show



Neil and Marty Sugermeyer's 1965 Rambler



Cars at the show



Anthony Scarpelli's 1956 Chrysler New Yorker



Repairing the MAM's 1919 Hucks Starter

Story by Sam Kern. Photos by Sam Kern and Bob Stein. (reprinted from October 2013 Mudflap)

About three weeks before our 40th Anniversary Meet, to be held at the Military Aviation Museum (MAM), the museum's director, David Hunt, asked if Tidewater could repair its 1919 Model TT Hucks Starter in time for the show. The restored vehicle had neither been started nor driven in over two years.

When museum staff discovered the cylinder head to be leaking badly, Mr. Hunt turned to Tidewater for help getting it running again, in time to be prominently displayed along with the Museum's other cars and some planes on meet-day. Several Tidewater volunteers jumped-in and took-on the task.

The Hucks Starter was conceived by Mr. B.C. Hucks, chief test pilot for the Aircraft Manufacturing Company which later became the DeHaviland Aircraft Company of England. The first one was built on a 1916 Model T truck chassis and its purpose was to eliminate the need for a person to pull on a propeller to start a plane's engine.

For some years Hucks Starters were used in both military and civilian applications. The history and lineage of the Museum's 1919 is very sketchy, other than when acquired about 3 or so years ago, its condition was very seriously degraded.

The Museum thoroughly restored it to its present cosmetic and operational condition and keeps it on display in the WWI Hangar where it draws lots of interest - the most common question being "What is this thing?"

The job proved to be a lot more extensive than just replacing the head gasket! We had to remove and replace a threaded insert in one of the cylinder head bolt holes.

Our repair team consisted of Tyler Gimbert and Sam Kern, assisted by Terry Bond (donated parts and provided technical advice), Mickey McChesney (abrasive blasting) and Ken Talley, who completed assembling the cooling system on the day before our meet. The engine fired right-

up when Tyler cranked the engine's starter on meet-day.

During the repair process—the Saturday before our meet—Terry briefed members of a Richmond-area Boy Scout troop of the history of the vehicle and what we were doing to bring it back to operational condition. The Boy Scouts were camped at the WWI Hangar and were studying for their Automobile Merit Badge.

At about 1:00 pm, and following judging on meet-day, Tyler took us and some museum staff members on a tour of the AACA show field on the Hucks Starter. Heads turned, faces smiled and many watched in amazement and wonderment. The moment epitomized the joy, satisfaction of accomplishment, and sheer fun that are integral parts of our hobby.



Tyler Gimbert, youngest full member of the Tidewater Region, also happens to be one of the most qualified Model T Ford mechanics in the Region!



TRAACA MEMBERS' PAGE

Members celebrating anniversaries in October

Ronald & Sally Hartman
Daniel & Cheryl Hawk
Mark & Marion McAlpine
Wayne & Carol Milligan
Tim & Rhonda Russell
Bill & Linda Treadwell
Charles "Chip" Woolford & Charlotte Yonkovich-Woolford



Sunshine Report

Our thoughts & prayers go out to the following members:

William H. "Bill" Clarke of the Historic Virginia Peninsula Region passed away on September 24th. Bill was an active member and regular participant of TRAACA meets. No visitation or service is planned due to COVID restrictions.

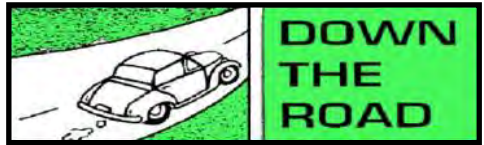
Please provide Member Care/Sunshine Report information on TRAACA members to Bob Stein at posti@aol.com or 588-6200.

Members celebrating birthdays in October

Barry Basnight
Phillis Carnforth
Keith Colonna
Cynthia Coppedge
Jody Dudley
Holly Forester
Mason Gamage, Jr.
Nancy Hassell-Sitar
Richard Hart
Cheryl Hawk
Butch Hora
Georgiann McVicker
Dewey Milligan
Ron Pack
Tammy Park
Skip Patnode
Lori Powell
Henry Robson
Tim Russell
Jo Ann Saiya
Kenneth Saiya
Brittany Sitar
Carla Anne Sobota
Lisa Sturniolo
Debra Swartz
Radford Tillett
Bill Treadwell
Ginger Watson
Charles "Chip" Woolford
Charlotte Yonkovich-Woolford

Welcome to Our New Members!

None this month



Other Regional and Local Events

OCTOBER 2020

23-25 ODMA Tour of Shenandoah Valley Region ~~Cancelled~~

NOVEMBER 2020

6-7 ODMA Meet hosted by Roanoke Valle Region, Natural Bridge Conv. Center ~~Cancelled~~

Classic Cruiser Saturday Night Cruise-ins

Coastal Community Church, 101 Village Avenue, Yorktown, VA every Saturday thru October 17. \$2.00 donation for charity. For more information go to <http://www.ccccva.com>, our Classic Cruisers Car Club Facebook page, or contact Paul James at 804-694-6065 or pjs68camaro@yahoo.com.

ATLANTIC SHORES DAILY COMMUNITY CAR PARADE

Every Monday, Wednesday and Friday at 3 pm - antique vehicles welcome to join the parade so that the residents can see some cool cars go by.





The Evolution of the Corvette

By Bob Parrish Vice President - National Awards

(Reprinted from the AACA Rummage Box Summer 2020)

There have been eight generations of Corvettes in its 68 years of continuous production. The C1 or "solid axle" Corvettes were built from 1953 to 1962. Only 300 were built the first year, 1953. The fabled Chevy V8 engine appeared in the 1955 model at 265 cu. in. which was enlarged to 283 cu. in. in 1957. The Corvette 4 speed and Fuel Injection were introduced in '57 for the very first time. The second generation, C2 (1963-1967), saw the birth of the Stingray, increases in power to the 327 engines to a top rating of 375 fuel-injected horsepower. The styling of the "mid-years" was, and remains one of the most admired automotive designs ever. Big Block, 396 and 427 cu. in. engines were first offered in 1965. They spelled the end of fuel injection in Corvettes until 1985. Full 4-wheel disc brakes came to the Corvette in 1965. Launched in 1968 and produced through 1982, the C3 generation had a makeover styled after the concept Mako Shark design and offered T-tops for the first time. The 454 cu. in. engine debuted during this time, as did the Federal Government's emission control mandates which killed horsepower. In 1970-1972 there were approximately 60 ZR1-optional cars built. There were no 1983 Corvettes produced for sale due to delays in the manufacturing quality of the new C4. Once launched, C4 production ran from 1984-1996 and gained in sales to those buyers that wanted an affordable Corvette for everyday use. In 1990 Chevrolet released the second "King of the Hill" ZR-1 and its LT5 engine designed by Lotus and built by Mercruiser. 1994 was the last year of this version of the ZR-1. The C5 (1997-2004) was the most advanced Corvette ever for the time with the introduction of the highperformance ZO6, and continued improvement in the suspension and braking systems. The C6 generation (2005-2013) introduced the LS2 engine, producing a base 400 horsepower and 400 pounds of torque. The ZR1 returned in 2009. Looking at the C7 (2014-2019) finds the return of the Stingray badging and the production of the ZR1, super Corvette in 2019. It came with a super charged 6.2 liter V8 engine producing an astounding 755 horsepower and superior performance. The newest generation, C8 – 2020 is also a revolutionary design: having a mid-engine and total body styling change, with exceptional horsepower and performance gains. To commemorate the Corvette evolution, the Tidewater Region, AACA in conjunction with its next Annual Meet, plans to have a Corvette representing each year of production. You can learn more by visiting TRAACA.com.



AACA Calendar of Events

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

OCTOBER 2020

- 7-9 **AACA Hershey Swap Meet/ Car Corral, Hershey, PA**
CANCELLED
- 9-10 **AACA Eastern Fall Nationals Hershey, PA (show only)**
CANCELLED
- 19-23 **AACA Central Divisional Tour Broken Arrow, OK**
CANCELLED

NOVEMBER 2020

- 6-7 **AACA Fall Special Show Gettysburg, PA**

FEBRUARY 2021

- 11-13 **AACA Annual Convention Philadelphia, PA**

MARCH 2021

- 17-20 **AACA Special Dual Nationals San Juan, Puerto Rico**
- 19 **Special Grand Nationals San Juan, Puerto Rico**

APRIL 2021

- 8-10 **AACA SE Spring Nationals Concord, NC**
- 20-23 **AACA SE Divisional Tour Central Florida**

MAY 2021

- 6-8 **AACA Central Spring Nat'ls Auburn, IN**
- 20-25 **AACA Founders Tour Davis, WV**

JUNE 2021

- 2-5 **Eastern Divisional Tour Eastern Shore Region & Bay County Region**
- 17-19 **AACA Eastern Spring Nat'ls Saratoga Springs, NY**

JULY 2021

- 11-16 **AACA Vintage Tour Lock Haven/Wellsboro, PA**
- 22-24 **AACA Grand Nationals New Ulm, MN**

AUGUST 2021

- 20-21 **AACA Western Fall Nationals Loveland, CO**

SEPTEMBER 2021

- 9-11 **Southeastern Fall Nat'ls Greenville, SC**
- 12-17 **Revival AAA Glidden Tour Saratoga Springs, NY**





EDITOR'S DESK

Doug Grosz and Ken Packard
traaca.mudflap@gmail.com

First and foremost, it's been an honor to be co-editor this year for the Mudflap. Doug and I have learned a lot, and we really appreciate everything the club has done to keep the newsletter full of interesting and informative articles—we hope you've enjoyed it as well!

With that said, I'm searching for a replacement co-editor. When I took the job, it was with full knowledge that my career in the US Navy might preclude long-term participation. Well, that has come to pass, and I'll be leaving the Tidewater area in March of next year for about 7 months of training, followed by a subsequent tour somewhere else in the US. I had hoped to remain in Norfolk for my next tour, but it's not in the cards. December will be my last issue.

Doug has volunteered to continue on, but it's a lot of work for one person, so I hope someone can step up and takeover for me when I have to depart. Feel free to email Doug and I at traaca.mudflap@gmail.com if you have any questions or think you might be interested. The job requires time, basic computer skills, and attention to detail. Doug and I will be happy to train up anyone who's interested!

On a less serious note, I've been struggling with a previously undiagnosed illness this summer—"While I'm in there-it is." And, I'm thankful to say that TRAAC has been nothing but supportive!

In chasing a problem, I found via cylinder leak-down test that I had a bad head gasket. No big deal, right? Pulled the head, and found that I had a TON of carbon built up in the engine. So, an inframe overhaul was in order. Then, I decided to pull the front clip for



So much for a simple head gasket job!

a radiator service—you know, while I'm in there. Of course my garage doesn't fit my car AND my front clip, so it's in a friendly TRAACA member's garage.

Ended up replacing all the exhaust valves, because the ones that were installed were aftermarket, and a little too small on the stem diameter. You know—while I'm in there...

Next, I painted the head. Found out that the previous rebuilder (this engine was supposedly rebuilt—clearances said that was a lie!) didn't even use the right shade of green for his Krylon rebuild! Out comes the engine for a respray (thanks to another TRAACA member for the engine hoist).

So, my simple head gasket turned into an in-frame overhaul, new exhaust valves, new rings, new water pump and fuel pump, new paint on the engine... and oh, replacing the transmission input shaft gasket—you know, while I'm in there! Stay safe!

Ken



Future AACA member helping me lap the valves in.



Just a little carbon... old is on the left.

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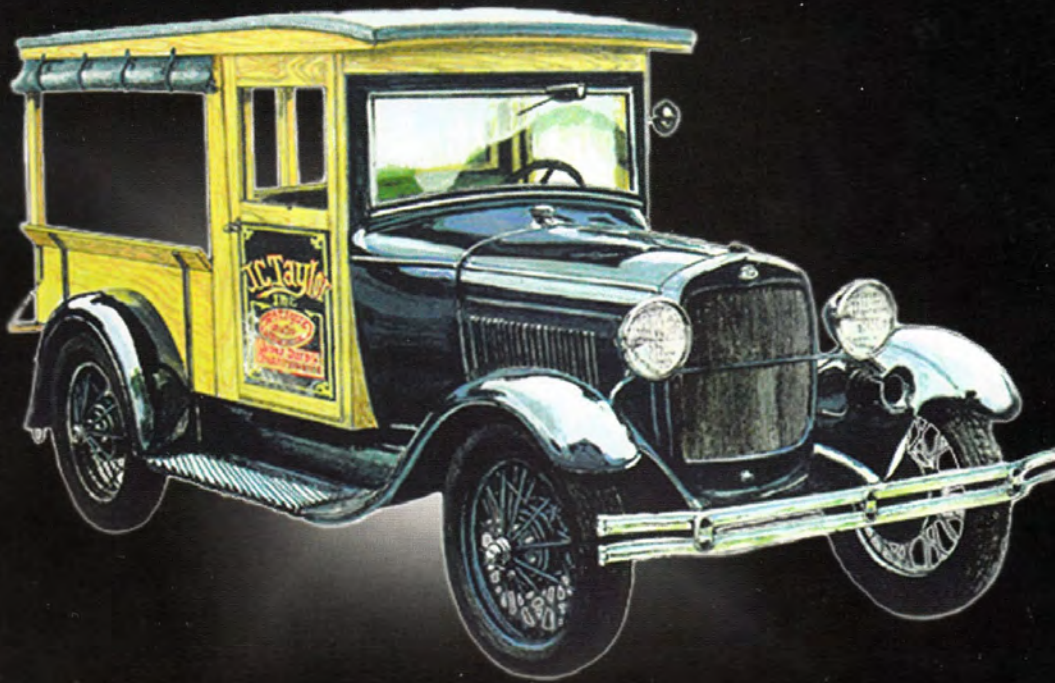
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**TRAACA *The Mudflap***

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1931 Franklin Pirate sedan—a one-of-a-kind “concept car” built for the 1931 New York Auto Salon—on display at the Gilmore