

The Mudflap



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

Volume 57, Issue 3

March 2013

REMINDER—Register for Charlotte Judging & Vehicles by March 4!



WARM WELCOME FOR A COLD WEEKEND - The folks on the outer banks were happy to see TRAACA members as we rolled into town for our Winter Blast. Marquees at almost every stop had similar messages - even the hotel! (photo by Carol Avenson)

A Wet but Wonderful Winter Blast!

Rain did nothing to dampen spirits for our Winter Blast to North Carolina. After gathering at Chesapeake City Park, we rolled out for North Carolina via Route 168. One rest stop later, we met up with Rad and Margie Tillett, who led us out to the new Waterman's Museum in Corolla, NC.

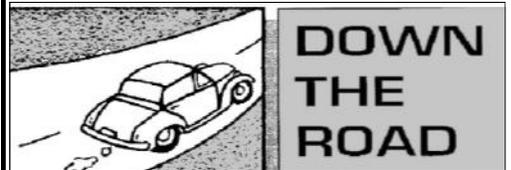
This first stop provided a look at the history and lifestyles of the Currituck Sound, with a movie and many displays. One item of particular interest was a duck decoy carver's tool chest that had be-

longed to member Riley Best's grandfather.

From there it was off to the Currituck Club, a private facility where we had an excellent lunch in a private meeting room. Ken Talley flirted with death when he announced that the club was so fancy they had a place to leave wives - there was a 'bag drop' out front.

We rolled out from there to a special matinee performance of the Outer Banks Jubilee, a musical review of tunes from the 50s to modern day

(Cont. on page 4)



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

March

- 2 **Annual Swap Meet** - 8 AM—2 PM at the Hickory Ruritan Club in Chesapeake. Map on page 3.
- 5 **March Board Meeting** - 6:30 pm at the Holiday Inn Norfolk Airport. Map on page 3.
- 17 **St. Patrick's Day Party** - 2 pm until 5 pm at Cypress Point Country Club. Map on page 3.

April

- 3 **April Board Meeting** - Location TBD.
- 4-7 **AACA Southeastern Spring Meet and Swap Meet (Charlotte)**
- 18 **April Dinner Meeting** - Location Pending
- 20-21 **Spring Tour to Charlottesville**

May

- 4 **ODMA Meet (Fredericksburg)**
- 7 **May Board Meeting**
- 16 **May Dinner Meeting**
- 18 **Square Car Tour**

A calendar of AACA National events is provided on page 11.



From the Driver's Seat

Wes Neal—TRAACCA President

So here we are in March - are your "CARS" dusted off and ready for this year's season of TRAACCA activities and events - because we are focus on C.A.R.S.:

Communications: Bob Stein is keeping us up to date on all the news of the Club with weekly addition of The Mud Speck. I don't know about you, but The Mud Speck keeps me current throughout the week on the latest activities and how about those classifies! Then the monthly Mud Flap has all the best the Club has going on. But at the next activity, I'm going to set a Stop Watch to see how long it take Bob to update Club Web Site with a brief and pictures. I bet you can't get home from the Club's activity before it is there on the Web to see and read - amazing! This month enjoy reading about our members at the AACA 77th Annual meeting in Philadelphia. I was so proud see TRAACCA booth on the Trade Floor proudly promoting our club and our 2015 Eastern Meet, 2013 TRAACCA Annual Show, the ODMA 2013 Show - thanks to Linda Pellerin, Sam Kern, for making this happen. You can see why Communications is #1 in our Club with congratulations Marty and Neil Sugermeyer coming back with yet another Master Editor's Award (15 in all), and Bob Stein for his 13th Master Webmaster Award. And please, if you have a story to tell, get it to Bob to share with all of us in a future Mud Flap.

Activities: Dick Chipchak is keeping a strong focus on the Clubs activities and working with the Activity Committee and other Volunteers to get these events scheduled and making it happen with strong present. If only the weather would cooperate. The TRAACCA Spring Tour sounds like a wonderful car event. Notice, how these activities are prominently displayed in The Mud Speck, Mud Flap, and TRAACCA Web site. As much fun as it is to be on these events, Dick and the Tour Coordinators could use your help in talking pictures, and writing a short story of the activity for Bob to publish - so, please lend a hand on this too.

Restaurants: So we had a great Installation and Awards Banquet at the Cypress Point Country Club in January, February we went to the Holiday Inn Norfolk Airport and a new Dinner location, and for March we are back at the Cypress Point Country Club to celebrate St. Patty's Day. Marion McAlpine is clearly focused on the dinner venues for our Club. As we seek to find convenient, quality, cost effect, and accom-

modating locations for our Club with 60-80 people attending each month - this is a big task. Marion with her restaurant team and the telephone call-out committee stay hard at work with Cadillac taste but Nash Metropolitan budgets finding the best venues for us to enjoy. We are going to try to mix it up a bit this year, and like on St. Patty's day to have Monthly Dinners (or Bunches or late lunches) where we can get our cars out. So please give us your suggestions or input on what you would like to see.

Society/Support: At the AACA 77th Meeting in Philly, TRAACCA donated \$500 to the AACA Museum. I would like to challenge our club to continue this next year, and also donate \$500 towards the AACA Library too. AACA provided us four FREE annual memberships, and the TRAACCA Board approved matching this with four annual memberships. So with Jim's selection suggestions we will soon have four new members to our club. We also thank Jim Villers for his hard at work collecting all the renewed memberships for the Club and sorting through this information to create one club database with input data for the Club Roster. Other Society News: We congratulate: 1) Our own club members as the incoming 2013 AACA President Tom and First Lady Tammy Cox, 2) Jim and Donna Elliott for their AACA National Award for their 1928 Auburn Convertible Sedan, 3) Bob Parrish was appointment as a National Director, 4) Bob Parrish, Terry Bond, Jeff Locke, Bob Stein, and Dick McInnich all provided seminars, and 5) Last but not least, Tyler Gimbert, who received an AACA Scholarship. So, Drive safe and I look forward to seeing all you soon!

Wes Neal

2013 TRAACCA Officers & Board

President - Wes Neal

Email: wes.neal@cox.net

Vice President - Jim Villers

Email: 190sljim@cox.net

Secretary - Tony Scarpelli

Treasurer - Chris (Kit) Lawrence

Board - Dick Chipchak

Board - John Heimerl

Board - Marion McAlpine

Board —Skip Patnode

President Emeritus—Bob Stein

Visit us on the Internet at:

local.aaca.org/tidewater!

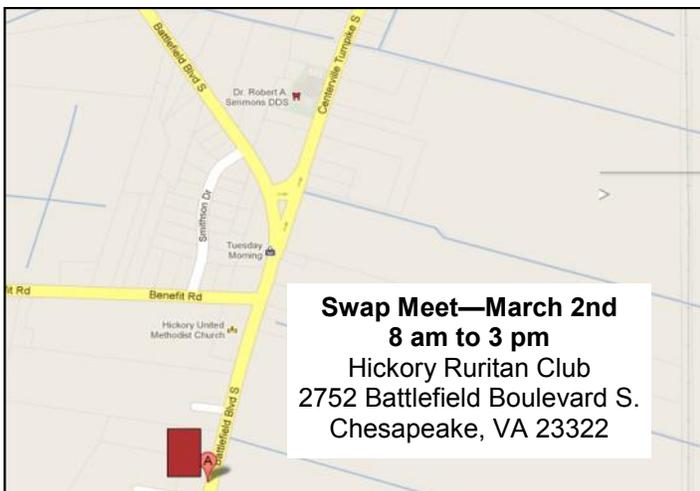
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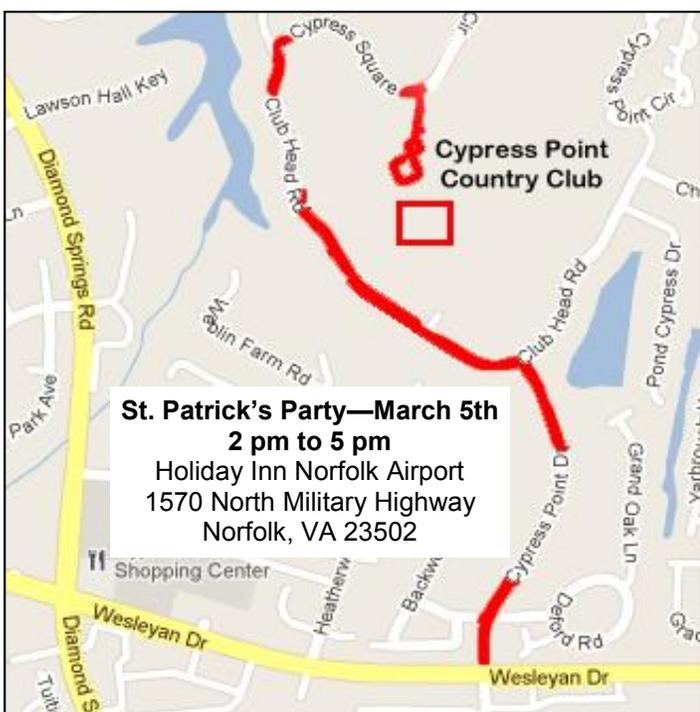
Maps for the Month



Swap Meet—March 2nd
8 am to 3 pm
 Hickory Ruritan Club
 2752 Battlefield Boulevard S.
 Chesapeake, VA 23322



Board Meeting—March 5th
6:30 pm
 Holiday Inn Norfolk Airport
 1570 North Military Highway
 Norfolk, VA 23502



St. Patrick's Party—March 5th
2 pm to 5 pm
 Holiday Inn Norfolk Airport
 1570 North Military Highway
 Norfolk, VA 23502



Editor's Corner

By Bob Stein

Greetings, all, and welcome to another issue of The Mudflap! With any luck, I may just barely get this out ahead of our first event this month—the Annual Swap Meet at the Hickory Ruritan Club on Saturday, March 2nd. Happily, I figured it would be a close race, and had the story on the Swap Meet on the front page last month, so no excuses for not being aware of it! Make sure to get out there and help out, have fun, and find treasures!

I'm starting to settle into this whole editor gig, and one big concern is finding articles to fill pages. Unfortunately, there are no reserve stories to draw from. A variety of computer crashes and other issues have eaten the backlog of items sent in for publication to the Sugermeyers, so if you submitted something to Neil and Marty and it hasn't seen print, please resend it to me. I promise I will make every effort to get your stories, photos, and other tidbits into the Mudflap. Special thanks to folks like Bruce Sedel, Terry Bond, and Bob Woolfiitt, who have been sending in contributions regularly this year.

Besides looking for stories and photos, I am also trying out some different ideas. The front-page calendar now lists most details for immediate events, and you'll note maps to this month's activities provided on this page. Are these helpful? Let me know what you do or do not like and I will work to adjust as best I can.

We have some great activities lined up for 2013—hope to see you all out there so I can put you in the Mudflap!

Bob Stein

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Winter Blast... (Continued from Page 1)



interspersed with country humor. Then we headed over to our hotel for the night, the Mariner Days Inn right on the ocean.

There was just enough time to check into our rooms before we were off to eat again - this time at Mako Mike's just a few blocks away. We had a private dining room set aside and a great meal. When we finally made it back to the hotel, a large group gathered in the dining room for some team games that had us guessing person's names using charades and word clues.



The rain finally stopped the next morning, though clouds remained. A few brave souls walked the beach, and most everyone took advantage of the hotel's excellent breakfast. We gathered at 8:50 AM and then headed over a few blocks to the Wright Brother's Museum.

We enjoyed a movie and talks on the Wright Brother's accomplishments, and also discovered more historical links to club members. Margie Tillett's Great-Aunt had been wide to the Kitty Hawk postmaster who helped convince the brothers to come to NC, and she also helped them sew fabric for the aircraft. Other members of her family also helped the Wright Brothers in the various flights.



Mark and Marion McAlpine joined us at the Memorial. Then it was off to the final stop of the tour - Rad and Margie Tillett's vehicle and memorabilia-stuffed garage. Oh, and of course, more food. Jeff and Pat Locke and Bill and Liz Coburn were waiting at the Tillett's, and we had a great time socializing, admiring the display of automotive items, and eating a ten-foot-long submarine sandwich.



Margie gave a quick side trip over to show off her horse 'Whitey,' who is approaching 40 and still looking good. The official tour ended after lunch, with participants heading back to Tidewater on their own. Many thanks to Linda Pellerin and Margie Tillett for putting together a great event!

INTER BLAST PARTICIPANTS

BOTH DAYS - Linda and Bob Pellerin (74 Jensen-Healey), Tony Scarpelli and Leslie McGinn (56 DeSoto), Bob Woolfitt, Bill Wilcox, Jim and Betty Villers (67 Mercedes), Ken and Barbara Talley, Dana Meadows (57 Thunderbird), Skip Patnode (67 Alfa Romeo), Bob Stein (37 Pontiac), Jere and Carol Avenson, Rad and Margie Tillett (58 Oldsmobile).

SUNDAY - Mark and Marian McAlpine, Jeff and Pat Locke (85 Cadillac), Bill and Liz Coburn.



Still Collecting Stuff

Points on Pins

By Terry Bond

Ok, so I've got you wondering. This is actually a This time I'm going right to the point. Pun intended. We're going to talk about pins.

For over a hundred years, car manufacturers, dealers, garages, parts houses, and all types of transport related businesses have used pins and buttons to advertise. There are a couple of different types so some basic attempt to categorize them is needed to keep your collection orderly (let me know if you ever figure out the trick to that one!)

Advertising buttons directly advertising car brands are fun and relatively cheap to collect. The better ones actually depict a vehicle. It didn't take companies long to figure out that if you only used the logo you didn't need a new button every year. However, variations on those buttons were always used to announce the new model. These kinds of buttons are known as "pinbacks" because they have a pin on the back so you can stick it on your lapel without hopefully drawing blood. The earlier the better is a rule of thumb. It's also meant to say – the older the more expensive!

Buttons used to change hands for a few dollars, but several years ago an extremely large collection hit the market and there were some rare items there that brought amazingly big bucks. Common stuff though remains a bargain. You can collect Ford, Chevy, Pontiac, etc. all day without spending a fortune. But, when you find buttons advertising cars like Alco, Cutting, Pathfinder, and other limited production early vehicles the price goes up.

Condition is everything. Printing was cheap and often faded. The celluloid covering yellowed and cracked. Some rusted from the backside. Watch for reproductions. Most buttons were made by a company called Whitehead and Hogg. There should be a paper label in the back of the button with their name on it. Watch also for signs of honest wear and aging on them, especially minor rusting on the edges, backside and the pin. Here are pictures of a few of my favorites.



Another type of quite rare pin is the advertising stickpin. These are often figural and attached to a long straight pin used to stick into a gentleman's tie or jacket. Many car makers used miniature logos with real porcelain and gold plating. My favorites though are the miniature radiator script stickpins. These were automobile logos and radiator scripts for very early cars stamped out of thin brass and gold plated. They were giveaways at automobile shows. In five years of collecting, I've added only eight to my showcase. The rarer the car the higher the price!

These pins were almost all made by Grammes, a company in Allentown PA, producing stamped brass products including paper clips. When they went of business more than 20 years ago, some of these pins were discovered. I've tried to compile a list of the known varieties and am adding to it constantly. Known varieties include: Packard, Pierce Arrow, Studebaker, Rambler, EMF, Glide, Cadillac, Speedwell, Simplex, Chadwick, Corbin Jackson, Buick, Ford, Halladay, Veilie, Hudson, Cutting, Maxwell, IHC, Case, Franklin, National, Overland, Mitchell, and Cole.



These pins are quite delicate and I'm surprised at how those in my collection have survived virtually undamaged.

I just added a new one to the display – it was a great discovery on eBay. It was incorrectly advertised as a bicycle advertising pin. It's a pin depicting the logo for the Firestone Columbus automobile, made only between 1907 and 1915. It amazes me that pins like that would still exist for such obscure car makes. Happy collecting, and if you find any pins like these let me know.

There are a few more to talk about (next time). We'll take a look at some wonderful cloisonne advertising buttons and some interesting watch fobs. Stay tuned-and happy collecting!

Terry Bond

From the Running Board

January 8, 2013 Board Meeting Minutes

Submitted by Tony Scarpelli—Secretary

The board meeting was called to order at 6:32 pm at Priority Chevrolet. Directors present were Bob Stein, President, Wes Neal, Vice President, Jim Villers, Treasurer; Tony Scarpelli, Secretary, Linda Pellerin, Past President; and Board members Dick Chipchak, Barbara Talley, and Bob Roughton. Also present were Bob and Dot Parrish, Sam Kern, John Heimeral, Sam Kern, Neil Sugarmeyer, and Skip Patnode.

Jim Villers gave the Treasurer's report. The December minutes were previously emailed to the board, there were no questions and they were approved. The Sunshine Report was a discussion of Ken Talley, Ivan Joslin and Sylvia Roughton, all expected to recover from heart surgery, a hip replacement and a broken leg respectively.

ACTIVITIES

Awards Banquet – Wes Neal received another quote from the Cypress Point Country Club; members will pay \$25 for a dinner with 2 entrees, rolls, and salad. Also included are taxes and gratuities. Wes stated that he had lunch at Cypress point with Bob and Dot Parrish to survey the room. He concluded it is not conducive to a big group meeting like an awards banquet. Instead of staging at the bar, original plan, awards will be staged at the front window opposite the bar. If over 80 members attend, another room will be opened. The trophies are at Virginia Metal, all recipients have been identified. Wes asked the board if a dessert should be provided. If we try to save money by getting a sheet cake the club will still be charged,

Wes stated that if we go this route, he cannot bring the trophies and the cake. Linda asked if anyone knew who had the DVD that Bob Pellerin made. It is to be shown during the cocktail hour of the banquet. If no one knows where it is, Bob will make another one. It can play on Bob Stein's computer. Wes talked to Terry Bond, about using the 20 minute power point presentation that Bob Stein made for the National board. Bob stated it is narrated and so it cannot be used as background to the awards. Bob Parrish wanted to be sure that all recipients are notified so they can attend. Wes summed up the banquet schedule; social hour at 5PM, dinner at 6 PM, Terry begins the ceremony at 7PM. The program should be done about 8:30. Dot Parrish stated that Foster Parrish will not be present for his 25 year pin.

OLD BUSINESS

Mudflap – Bob Stein has printed the first issue of the Mudflap. Bob is looking to revise the sponsor page. Ideas to come. AACA National Scholarship – Tyler has been selected to receive this award.

NEW BUSINESS

Treasurer Job Description revision – Jim Villers proposed separating certain duties from treasurer position. Specifically he proposed someone to be in charge of the club membership list, (membership chairman), to include receiving membership dues, following up on members who have not paid, the membership email list, the annual membership list sent to national and the list provided for the call roster. Jim pointed out that in other clubs the person in charge of membership is not the person who receives membership dues. He also noted that someone should be charged with following up on non-renewing members.

He noted that presently membership and new members are handled separately. Jim stated the treasurer has significant work without these additional tasks. A change to the by-laws would be needed to implement his proposal. Jim will volunteer to be membership chair for next year to start this change. Linda Pellerin stated that this was a good idea. A past chair committee will be needed to approve and change the by-laws. Jim stated that he would transfer the treasurer duties to Kit, (the incoming treasurer) and do the rest. Bob Stein asked if Jim could write up the membership chair duties. Jim stated it is in his January 4 email. Jim said that Bob Parrish can continue recruitment in conjunction with the membership chairman. Linda stated that Scott is doing a great job with the roster. Jim stated that he could gather information from the present sources and organize it. At this point Bob Stein made a motion to split the treasury duties along the lines that Jim outlined. The motion was seconded and passed.

National Philadelphia Convention- Linda is planning to reserve places for dinner Thursday night, (February 7), in Philadelphia. Get your name to her. Wes Neal stated that it is now possible to take a train from Norfolk, leaving at 4:30 and arriving at noon. A short discussion followed on the new Amtrak service and the costs, advantages, and disadvantages of train travel.

OTHER BUSINESS

Linda presented Bob Stein a present for the completion of his term of service, a chrome molding piece from a Studebaker. Jim Villers then congratulated Bob for his editing of the Mudflap.

Annual Awards-Dot Parrish stated that her and Bob (Parrish) are having a hard time getting members who participate in shows outside of the club to report their results. Jim Villers stated that in other clubs, the president would handle this. A short discussion followed on how awards can be tracked. Also discussed were the "legacy" awards, the trophies that are given out and returned each year). The discussion was about who is in charge of selecting awards and retrieving trophies from last year's winners.

Linda stated that a chairman was needed to gather the award trophies from members. She stated that in the past, the Vice President was in charge of gathering the award trophies. Wes stated that as Vice President he did this last year, but this year was more of a struggle. Referring to Dot's original statement, Jim Villers stated that members who win awards outside of the club should submit the award that they received, and it should be counted and printed in the Mudflap.

Bob Parrish stated that not everyone calls in their awards. Neal Sugermeyer stated that not all shows should count. Dot said that if one person handled this it would be easier. Bob Parrish stated that members showing their cars also show off our club. If we are at a show we should report it but not count all shows (toward the annual award).

Wes stated that it could be announced, (in the Mudflap), like the Sunshine report. Jim stated that this should be a Vice President duty. Linda stated that it is easier if the delegated person reports to the Vice President. Skip asked if this, (reporting procedure), was in the by-laws. Someone answered it was not. Linda stated that it is easier to make changes if this is not in the by-laws. Talking again about the legacy trophies, Bob Stein stated that we should consider retiring these trophies. Linda stated that this issue should be put to a vote because some members are proud to get and see their names on these trophies.

Bob Parrish stated that there was no need to have a trophy

for people who attended all dinner meetings. There are always 4 or 5 winners. Linda stated that it may be silly, but, originally it was to challenge people to attend the meetings. Jim Villers said this is the perfect time to retire it, (attendance trophy). Wes stated the trophy was at Virginia Metal, (getting engraved), and this could be the last year.

Swap Meet-Neal said the swap meet is the 1st Saturday in March. We no longer can send flyers out bulk mail since the (Mudflap) list has been shortened. Neal also needs help with the field layout and vendors. Sam Kern is coordinating traffic.

Other Business-Dick Chipchak asked where the February Dinner is to be held. He then named some possible choices along with some talking points; Chinese restaurant, no bar. Kelley's, the Marriot, too much money, Founders Inn, can only do Mondays at our price, Holiday Inn, can meet our price with two entrees, or the Aberdeen Barn. Dick recommended the last choice, at least for February.

Jim Villers stated that this year will be \$25 wherever we go, (so the club will not be making money or subsidizing). Dick stated that the Crown Plaza was good but maybe too far from the interstate. Wes stated that we needed a good location and price. Jim Villers stated that we should address this at the January meeting. If the membership will accept \$25/person, then we will have some choices. The Aberdeen Barn is going up in price. Linda reminded everyone that the cost is more than the meal; it is the room, the taxes and gratuities.

Bob Roughton said that we should get the word out that the club is looking for new places. Dick said that the Holiday Inn, Northampton by the Hilton has great acoustics and a two choice buffet with round tables. Maybe we should try this in February. Wes said that if the membership accepts \$25, we should announce the February meal location at the Holiday Inn. Dick read the board the menu. The Hotel is holding February 21 for our meeting. Bob Stein stated that so far it looks like Holiday Inn.

There being no further business, the meeting was adjourned at 7:39PM

Respectfully submitted,
Anthony Scarpelli, Secretary

60th ODMA Meet May 4th In Fredericksburg

By Sandy Hall

The Old Dominion Meet will be held May 4 in Fredericksburg. The site of the show will be the parking lot adjacent to the host hotel which is Fredericksburg Hospital-ity House and Conference Center, 2801 Plank Road, Fredericksburg, VA 22401 - 540-736-8273. When you call for reservations, tell them you are with the ODMA car show. Room rates are \$95 per night but this rate is only good to April 1, 2013.

The area where the hotel is located (Central Park) boasts one of the region's premier shopping areas and is also just a short distance from Historic Fredericksburg. Trolley tours will be provided. If you have ever wondered how your car is judged at a national show, now's your chance to find out.

There will be an AACA judging school held Friday. Judging credit will be given. Please check the ODMA website: <http://local.aaca.org/odma> for the information flyer and registration form.

See ya'll in Fredericksburg!



TRAACA Trade Booth—From left to right: Linda Pellerin, Ron Rees (President) and Reena Rees of the Historic Fredericksburg Region. (Photo by Sam Kern)

Region Philly Booth

By Sam Kern

TRAACA members set up a at the AACA 77th Annual Meeting in Philadelphia, Feb 8 and 9, 2013. Our trade show booth promoted significant forthcoming Virginia events of interest to the nearly 1,000 annual meeting attendees:

- AACA National Spring Meet May 14 to 16, 2015 at the Virginia Beach Convention Center.
- Our 40Th Annual Meet at the Military Aviation Museum, September 28, 2013.
- The 60Th Annual Old Dominion Meet hosted by the Historic Fredericksburg Region May 4Th, 2013.
- Our own Annual Swap Meet at the Hickory Ruritan in Chesapeake, Saturday March 2, 2013.

There were running slide shows featuring Virginia meets, meet fliers, and many brochures provided by the City of Virginia Beach, each of the 2015 hotels and the Military Aviation Museum.

Dot Parrish provided a lovely "goodie" basket that was raffled-off. The booth seemed to attract a lot of interest. Many thanks go to the members who very willingly staffed and helped set-up the booth.

TRAACA at Lakeland Meet

Our region was well represented at the AACA Winter Meet in Lakeland FL. Mickey and Toni McChesney received a first HPOF award for their 1984 Oldsmobile, and Jim and Donna Elliott received a repeat preservation award for their 1928 Auburn. Mickey also received a Judging award.

Other members present included Bob and Dot Parrish, and John and Vicky Peters,

Woolfitt Diagnostics, Inc.

(Medical diagnostics applied to automobile repair. Or, how NOT to do it!)

By Bob Woolfitt

As many of you know, I have now sold the last two of my 1934 Packard Eight cars. I was apprised of a broken spark plug wire on the convertible sedan, so I ordered a set. Recently, I went to Dewey Milligan's garage, meeting Bill Wilcox and Tyler Gimbert there. I replaced the wires, one at a time while Bill, Tyler and Dewey were taking off the tires and wheels from Bill's 1932 Packard convertible sedan. Just to be sure that I did my job correctly, we decided to start the car. It last ran in May 2012.

The engine turned over just fine, but wouldn't start and run. Yes, the key was in the "on" position. We primed the carburetor and the car would then run, but only as long as we kept priming the carb.

Thinking there was something wrong with the electric fuel pump, one of us got under the car and determined the pump was vibrating. We removed the fuel line at the carb and turned on the electric fuel pump. Only a trickle of gas was seen. We then suspected the mechanical fuel pump as the culprit, along with debris in the gas.

Dismantling the upper part of the fuel pump showed no abnormalities and the rubber diaphragm was intact. There was some sediment in the fuel bowl, so it was removed, cleaned and replaced. Turning on the electric fuel pump did not put gas in the fuel bowl. We put in fresh gasoline thinking that the fuel level might be too low. This made no difference.

Next we suspected the in-line fuel filter which is located between the gas tank and the electric fuel pump. We removed and replaced it. The electric fuel pump made more noise and sounded as usual, but would only fill the fuel bowl about half-way. We replaced the in-line filter with another

and were able to get the fuel bowl completely full. However, the car still would not start and run without continuously priming the carb and the in-line visible paper filter was not wet with gas.

We attached a long tube to the line leading from the filter to the gas tank, blew into it and could hear air bubbling in the gas in the tank. We also blew compressor air from the gas filler neck and saw gas emerging from the gas line leading from the tank to the filter, so we knew that there was a clear path from the gas tank to the filter.

We then began to suspect that the electric fuel pump might be bad. We took off the rubber tubing attached to it and found exhibit A.

Note the defect in the wall at 12 o'clock and the rubber fragment centrally in Exhibit A, not allowing one to see the white paper below it, compared to Exhibit B, which is a piece of new tubing. The inner lining of one of the rubber pieces had deteriorated and blocked the lumen, just as plaque can build up in an artery and cause a blockage.

Aha! We had it! We replaced the bad tubing with new...and got the same results. Bummer! The electric fuel pump would not draw gas through the filter and medical

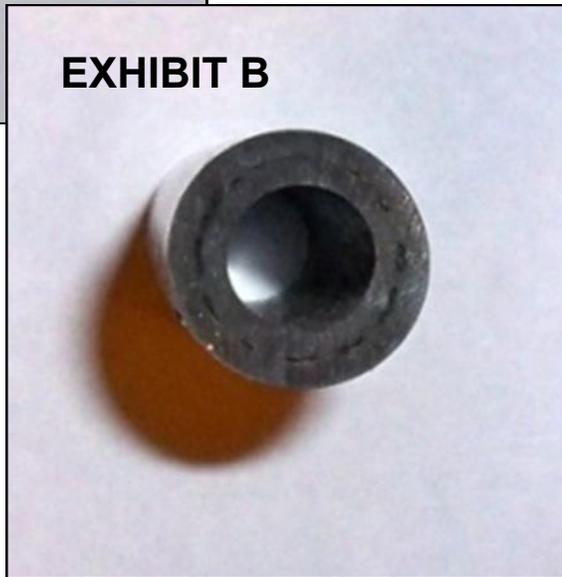
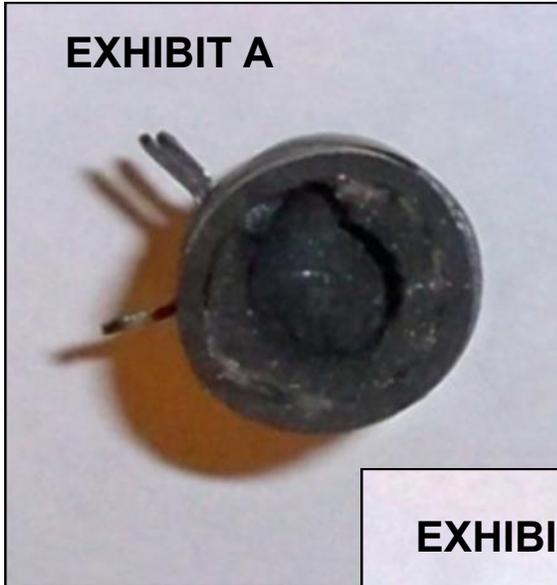
Ockham's Razor had failed us (That is, that one diagnosis should explain all of the patient's symptoms). So, the electric fuel pump was removed and replaced with a new, identical one.

There was now gas filling the visible in-line fuel filter,

but the car would not run. The fuel line was disconnected at the carburetor again and there was a good stream of gas coming out of the line with the electric fuel pump on.

Before taking off the carburetor for a re-build, Dewey suggested tapping the carburetor fuel bowl to see if the float was stuck. Miracle of miracles! It worked and the car now runs fine.

Yahoo! The moral? Keep going until the car runs and have lots of knowledgeable friends!





Galaxy Quest by Bruce Sedel

I've always been crazy about Ford cars, especially the early years through the fifties and the Ford muscle cars of the sixties. The designs were simple, functional and always pleasing to the eye. A number of years ago a friend introduced me to the Mountain Moonshine Festival held in Dawsonville, Georgia, an annual gathering of Ford devotees who come from all over the State of Georgia and across the bible belt transforming the normally sleepy town into one of the largest Ford car shows in eastern central United States.

In 2001, I was introduced to Larry Laprade, son of the late Roy Laprade who operated Laprade's Auto of nearby Cornelia County. Laprade specialized in the sales and service of high-performance Fords and the shop became well known throughout central Georgia for making lots of fast Fords go even faster than they had a right to.

Larry took over the facility when his dad passed continuing the tradition of servicing big block Fords and building and restoring some of the most menacing high-performance Ford machines in that part of the country. I had been told by quite a few folks down there that if I was interested in acquiring a big block Ford, Larry was the man to talk to. After seeing the quality in a few of his cars on display, I made it a point to get up with him at the 2002 Moonshine Festival.

I explained to Larry that I was interested in acquiring a high performance Ford as long as it was equipped with three basic components... early 1960's vintage, big-block engine and four-speed transmission. With prices of some muscle cars climbing to home mortgage levels, I figured something like a 63-1/2 Galaxie R-Code 427 two four-barrel car would more than likely be out of my price range.

That didn't seem to bother Larry at all as he felt sure there were other affordable alternatives out there. Although he didn't have a particular car in mind, he promised to stay in touch and the moment something crossed his path, he would contact me. I left with a good feeling that I had established a formidable contact and, sooner or later, I'd probably be hearing from Larry. I heard from him all right.

Summer of 2003, I got a call from Larry who seemed excited as he described this 1962 Galaxie 500 that he had purchased at auction in neighboring Macon County. Story was the car had been confiscated in a huge multi-county-wide illegal whisky bust back in the late 1960's. The car ended up in a remote warehouse where it remained untouched for the next thirty some years until it was auctioned off in 2002. Larry asked if I was planning on coming to the Moonshine Festival and if I

was, that would be the ideal time to inspect the car unless someone else was to buy it before I could look at it.

Turned out nobody stepped up and since I was planning on attending the Moonshine Festival anyway, I stuck to the plan, hooked up with Larry that fall and saw the car for the first time sitting on a trailer. It initially seemed to be in very good overall condition with around 80,000 miles and even though they were probably hard miles, as I continued to inspect it, I realized that the car was wearing all of its original rust and accident-free Dearborn sheet metal. It was indeed an interesting find.

The best part is that it was an original Georgia car complete with its extremely rare 406 cubic inch engine topped with Ford's legendary three-deuce setup and was hooked up to a Borg-Warner T-10 four-speed. Other than AM radio, heavy-duty springs and clutch, Ford 9 inch rear end and column-mounted accessory Sun Super Tach, there was no other optional equipment. This bare-bones Ford was a street-pounding sleeper.

The price sounded reasonable, however, at the end of the day after I caught my breath I felt I just was not up to the task of jumping headfirst into yet another full tilt restoration. Even though it was difficult walking away from the deal, I decided it was in my best interest to pass on it and, for a short time kind of forgot about it, but not for long.





A year later I received another call from Larry saying that he had done a substantial amount of restoration work on the car and that all of the "hard work" had been completed. He further explained that even though it was only partially restored, other projects coming into his shop necessitated that something needed to go. He said for me to come on down, bring my trailer and be ready to take the car home. "And by the way," he said, "Bring some cash with you." After a number of back and forth phone conversations, we finally agreed that we'd meet half way in Greenville, South Carolina. The following week I set out on the road again.

I was waiting for him when he pulled into an abandoned gas station just off I-85 at the Greenville exit and when he opened the tailgate of the trailer there it was. I was definitely more than pleasantly surprised at the amount of work that had been done. All of the bodywork and paint had been completed. The engine looked beautiful and he explained that his shop had gone through the engine from carburetor to oil pan and the guys had loosely fastened it inside the engine compartment for easy removal. Even the underside had been cleaned and painted.



Even though everything else still needed to be completed, the car definitely looked substantially better compared to what it had looked like when I first saw it a year earlier. We struck a deal, loaded the vehicle onto my trailer, shook hands and went our separate ways. I had spent a lot of time looking and once again had done it, bought another old car. On the way back home I made a vow that I would return this rare Ford back to showroom condition.

I have always believed in doing the most painful things first so the first thing was to send all the restorable brightwork to Mack King at Royal Silver in Norfolk. Mack does the finest work of any plater I have ever dealt with. Many people don't know this about King, but he also does some incredible stainless and metal polishing and metal repair work. His prices are not the cheapest around but his quality is over the top. I've spent less in the past on chrome work and on other items of restoration but had the misfortune of having to redo mistakes.

Anyway, with the engine removed and interior gutted, the car was delivered to Auto Elite Collision Center where Brian Dodson wet-sanded and polished the fresh single-stage acrylic enamel finish to remove any lingering "orange peel" and painted the engine compartment in a factory-looking semi-gloss black. I went to the all-Ford Nationals at Carlisle, Pennsylvania where I found a few pieces of aluminum trim that were either missing or too damaged to repair and also lucked into four rare NOS stainless fender moldings. Four months later I picked up all the chrome and trim from Royal Silver and then spent the next three months getting all of that sorted. Next I had the car delivered over to Enginuity Auto Repair in Virginia Beach where master mechanic Greg O'Brien re-installed the engine and got everything hooked up, wired and tuned.

What a joyful ear-piercing jolt of noise it was when I stood there and listened to 11.4 to 1 compression ratio and 405 horsepower roar to life and those solid lifters hit hard enough to make everyone in the shop applaud! I was definitely getting closer but still had to deal with the interior. The seat upholstery and door panels had seen their better days and needed to be replaced. I knew right away that Paul Cho Custom Auto Interiors would get the job done.



Before I could turn anything over to Paul, I had to get on the phone with SMS Auto Fabrics in Canby, Oregon. I immediately was confronted with bad news when proprietor Doug Pollock informed me that no pattern for the standard 1962 Galaxie 500 was available. He carried in stock the higher trim level XL pattern but not the standard pattern. His recommendation was to have me send the material from the original car, including seat bottom, seat back and door panels and he would fabricate exact copies.

Although I was fortunate that SMS was willing to take this project on, I knew it was going to be expensive and, in the end, they didn't

First, the pattern of the seams and pleats and the overall finished materials had been reproduced to factory original and second, that because of those actions I took with Doug Pollock, SMS now has in stock the exact interior pattern for the entire standard 1962 Galaxie 500 vinyl bench seat.

Paul performed his magic and properly installed the new correct seat upholstery, correctly fabricated door panels and new loop-pile carpeting. The original headliner was in very nice condition and only required minor repairs and a thorough cleaning. With the correct trunk liner, which has been available for some time through Mac's Auto Parts in Lockport, New York, Paul was able to complete the remainder of the soft trim restoration. The completely original dash required some hard cleaning, polishing and detailing but I was able to get that done in two or three weekends.

After all the fussing, the restored interior once again looked factory new. By the grace of God, the skin of my teeth and the close of 2006, the restoration was all done. I had thought about taking the car back to the Moonshine Festival just so Larry could see it all done, however, I had learned some sad news from down there that Laprade had passed away. I knew in my heart that had he been able to see the car again, he probably would have smiled and with his pronounced Georgia drawl said, "I toll ye it was a good ole Ford."

Now seven years later, the restoration still looks showroom fresh and causes one to take an instantaneous voyage back to 1962. The arrow-straight lines of the body with its Corinthian White exterior finish shines silky smooth contrasted with the working-class black vinyl interior that looks slick yet simple. The uniquely bent Ford shifter wickedly snakes it way out of the hump, the shift knob nearly rests on top of the seat in second gear. Plain blackwall tires mounted on painted 15-inch steel wheels with Ford-script dog dish hubcaps really give the entire vehicle a menacing, ready-to-race look. Its as though you can almost hear the roar of the engines from the 1962 Southern 500 at Darlington Raceway when Larry Frank got out in front with his 1962 406 Galaxie and, in an all out high-octane frenzy, edged out Junior Johnson driving a Pontiac for the victory!

AACA NATIONAL EVENTS CALENDAR

APRIL

4-7—AACA Southeastern Spring Meet (NC)

MAY

4—ODMA Meet (Fredericksburg)

5-10—AACA Founders Tour (AL/TN)

9-11—AACA Central Spring Meet (IN)

30-JUN 1—AACA Eastern Spring Meet (PA)

JUNE

12-14—AACA Western Tour (CO)

27-29—AACA Grand National Meet (IL)

JULY

14-19—AACA Vintage Tour (MD)

25-27—AACA Central Fall Meet (TN)

AUGUST

18-21—AACA Southeastern Tour (NC)

SEPTEMBER

8-13—AACA Revival Glidden Tour (TN)

19-21—AACA Southeastern Fall Meet (TN)

OCTOBER

9-12—Hershey/AACA Eastern Fall Meet (PA)

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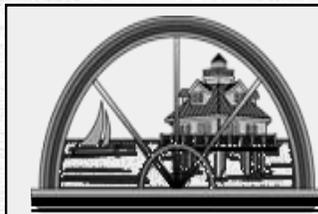
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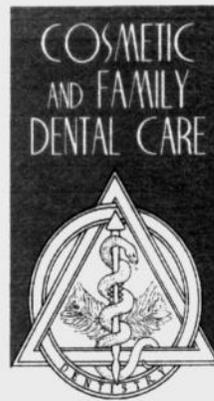
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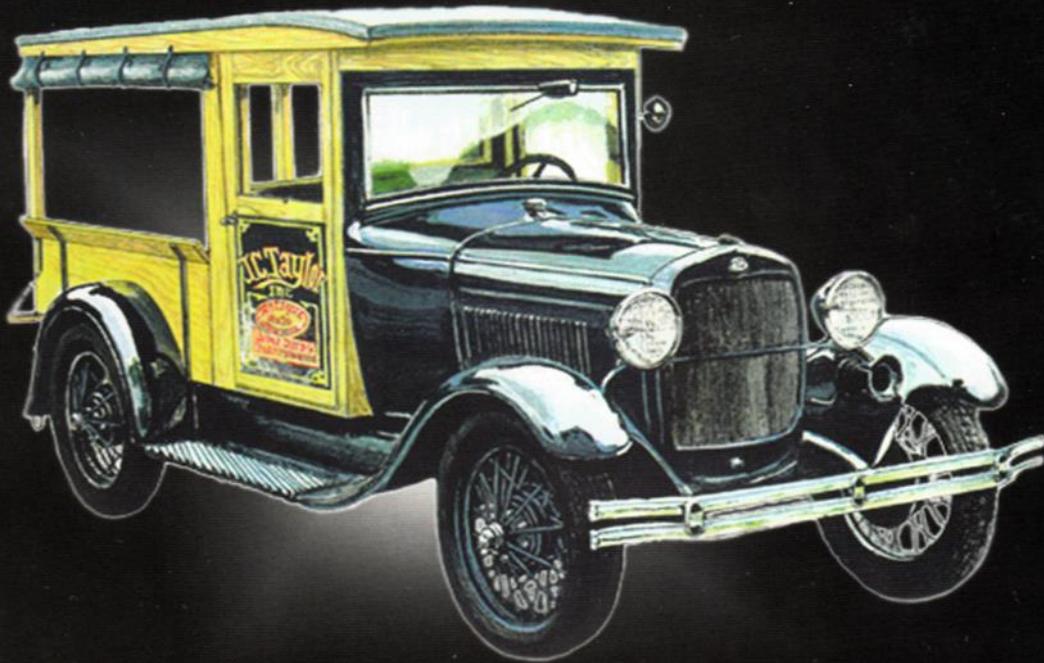
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