

The Mudflap

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

Volume 59, Issue 3

March 2015



St. Patrick's Day Party Westminster-Canterbury Saturday, 14 March 2015

Do you believe in leprechauns or in finding a friendly pot of gold at the end of a rainbow? Whether you believe in Irish folklore or not, come to the TRAACA's St. Patrick's Day Party at Westminster-Canterbury Retirement Community at 3100 Shore Drive in Virginia Beach on Saturday, March 14th, from 2:00—5:00 PM.

The festivities begin at 2:00 PM with a car show and social hour. Members are asked to bring their classic vehicles for a car show on the Westminster-Canterbury lawn, which overlooks the Chesapeake Bay. (There is a limit of 30 antique cars, so please contact Wes Neal if you are going to bring one. Modern vehicles will park

in the parking lot.) Social hour is from 2:00—3:00 PM inside the ballroom. There will be Irish background music and even green beer.

Dinner starts at 3:00 PM and includes corned beef and Irish stew. The cost is \$25/person. (Melanie Kordis will bring the spicy mustard.)

Our guest speaker for the event is Captain Bailey, from the Norfolk Fire Department, who will talk about the history of the department.

Before the party concludes around 5:00 PM some surprise judges will present some special car awards.

So whether you're Irish or not, come join your TRAACA friends and toast St. Patrick at W-C on Sat, March 14th.



CAUGHT IN THE HEADLIGHTS—Terry Bond and his 1912 Triumph motorcycle. Read the story on Pages 8-9.



TRAACA CALENDAR

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

MARCH 2015

- 3** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 7** TRAACA Swap Meet
Hickory Ruritan Club
Chesapeake, VA
- 14** St. Patrick's Day Party
Westminster-Canterbury
Virginia Beach, VA

APRIL 2015

- 1** TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport
- 4** TRAACA Square Car Tour
(Route to be determined)
- 16** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 30-** AACA Eastern Spring Meet
2 May Virginia Beach, VA

MAY 2015

- 1-2** AACA Eastern Spring Meet
Virginia Beach, VA
- 5** TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport
- 21** TRAACA Dinner Meeting
Holiday Inn—Norfolk Airport
- 22-** 2015 ODMA Meet
- 23** Staunton, VA
- 30** Tour to Ginter Gardens
Richmond, VA (tentative)

HAPPY 60th BIRTHDAY, TRAACA!

This year the Tidewater Region of the Antique Automobile Club of America celebrates its 60th anniversary while our parent organization, the AACA, celebrates its 80th anniversary. Each issue of *The Mudflap* this year will feature articles and/or photos from our club's history, celebrating and remembering our heritage. See Pg. 16.

From the Driver's Seat

Jim Villers
TRAACA President
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I have talked before about our upcoming National Meet and the opportunities to join in the work to be done. But the Meet is not just work; it is also a time to share our passion for automobiles with our AACA national officers and visiting members, many of whom will become friends as we exchange stories. It is a time to see and enjoy some of the aspects of our area that we sometimes have not taken the time to enjoy: the evening sights from a boardwalk hotel, a collection of interesting automobiles secluded in an oceanfront warehouse, and the flight line of operational aircraft at Oceania Naval Air Station.

Our National Eastern Spring Meet is also an event to be remembered, and how better to remember it than with a copy of the meet program. The opportunity exists to personalize this program with a picture of your own car, printed in color, for everyone to view and for you to retain in that special place.

March should bring warmer weather and with it our annual Swap Meet at the Hickory Ruritan Club. Every time I hear the term Swap Meet, I wonder what it means.

I have not seen anyone actually swap anything and, if so, it is a rare occasion. It is more like an automotive Flea Market, whatever that term means. In reality, it is the time before the arrival of spring when we car junkies and motor heads gather to renew friendships and think about future projects. We also buy and sell a few orphan items, moving them from someone else's garage so that they can become the orphan items in our garage. That may sound like a pagan rite of spring, but it also can be a lot of fun.

We have chosen to tempt the weather again by planning our annual outing to Westminster-Canterbury in March. The event has evolved a little this year to focus more on the club and the cars than on Saint Patrick and the Irish. There will still be green beer, corned beef, and recorded Irish music, but there will also be some special awards for the vehicles displayed on the lawn and a dinner meeting-type presentation.

Five years ago, the TRAACA traveled to Louisville, KY, for the AACA's 75th Anniversary Celebration. The tour was called "Saltwater to Firewater" and stories are still being told about the "Bate's Motel" and the experiences on the road. A cadre of hardy members is beginning to plan an outing for the AACA's 80th Anniversary in Louisville this July. Planning is now in the "enthusiasm of ignorance" stage, so keep your calendars open and provide a little encouragement if you might be interested.

So much to do and so little time. Let's have fun: it is an old car type of day.

Jim

2015 TRAACA Officers & Board

- President - Jim Villers: 190sljim@cox.net
- Vice President - Mark McAlpine:
mmmcalpine05@msn.com
- Secretary - Melanie Kordis
- Treasurer - Marion McAlpine
- Board - Matt Doscher
- Board - Tyler Gimbert
- Board - Skip Patnode
- Board - Tim Russell
- President Emeritus - Wes Neal

Visit us on the Internet at:
<http://local.aaca.org/tidewater/>

Call Captain's Corner

Calling Tree Chief Captain: Margie Ives
(757) 547-2234

<u>Last Name Begins With:</u>	<u>Designated Call Captain:</u>	
Ad—Boh	Dick Chipchak	495-0115
Bol—Cic	Frank Waldner	430-2770
Cob—Ea	Barbara Talley	421-7534
Eb—Gra	Scott Davies	312-8032
Gre—Howa	Rhonda Russell	471-4031
Howi—Kni	Alan Ives	547-2234
Koc—Mca	Viator Trudeau	547-3940
Mcc—Nor	Melanie Kordis	301-9959
Oko—Pen	Carol Avenson	549-1008
Pin—Sta	Becky Woodall	482-3386
Ste—Til	Leslie Scarpelli	249-8617
Tre—Wor	Toni McChesney	456-2806

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From the Running Board

February 4, 2015 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:34 PM at the Holiday Inn—Norfolk Airport on Military Hwy. Directors present were Jim Villers (President), Mark McAlpine (Vice President), Marion McAlpine (Treasurer), Melanie Kordis (Secretary), and Wes Neal (President Emeritus). Board members present were Matt Doscher, Tyler Gimbert, and Skip Patnode. Members present were Dick Chipchak, Frank Lagana, Bob & Dot Parish, and Linda Pellerin.

Secretary’s Report: The January Minutes were printed in the February *Mudflap*.

Treasurer’s Report: Submitted electronically.

Restaurant Report: Submitted electronically.

COMMITTEE REPORTS

Marketing/PR: Nothing significant to report (NSTR).

Youth Chapter: NSTR.

Communications:

- *The Mudflap* newsletter:
 - *Mudflap* advertisers remain constant at 15 this year with a small increase in revenue. (Two advertisers that dropped their ads were replaced with two new ones.)
 - Thanks to members for submitting articles and photos.
 - Mark requested specific articles for the next issue: “History of the TRACCA” with photos and AACA Eastern Spring Meet activities.
- *The Mud Speck* weekly e-mail & club website: NSTR.

Activities:

- Activities Committee Report & discussion of activities planned for 2015, including Swap Meet, Square Car Tour, road trip to Ginter Gardens (in Richmond), local brewery, and Chili Cook-Off. Dates will be published in *The Mudflap*.
- Dick will coordinate with member POCs for activity registration form, post-activity article and photos of all events.
- March 7, 2015: TRAACA Annual Swap Meet.
- March 14, 2015: TRAACA St. Patrick’s Day Party at Westminster-Canterbury. This will include a car show, “Irish” buffet with corned beef, a guest speaker, and Irish background music—no band this year. Melanie volunteered to bring spicy brown mustard.

Restaurants/dinner meetings:

- Thursday, February 19: Monthly Dinner Meeting at the Holiday Inn, 6:00—8:30 PM. Joe Judge will give a presentation on the history of Norfolk Naval Station.

Society:

- Current membership status (as of Feb 4): 152 members have renewed, 15 members have not renewed yet.
- Board Meeting dates will be published in *The Mudflap*

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- and posted on the club website. Location to remain at the Holiday Inn—Norfolk Airport.
- Sunshine Report in *The Mudflap*. The Board is still looking for a new Sunshine reporter.
- Board requested volunteer to take over for Barb Talley as the TRAACA’s second representative to the ODMA.
- The “Final Tour” memorial page has been updated on the club’s website.

OTHER BUSINESS

- AACA Annual Meeting in Philadelphia, Feb 12th-14th:
 - Bob Parrish will bring and hang the TRAACA banner.
 - Linda Pellerin is looking for volunteers to staff the TRAACA table with info for the Eastern Spring Meet.
 - Club attendees are encouraged to wear their TRAACA AACA Eastern Spring Meet sweatshirts at the meeting.
- AACA Eastern Spring Meet (30 Apr—2 May):
 - Request for members to seek out small donations or advertising from known businesses to help with the expenses for the Eastern Spring Meet the club is hosting.

OLD BUSINESS

- Wes Neal will look into Jim’s idea of a “passport” for the TRAACA’s yearly activities.

NEW BUSINESS

- Wes Neal volunteered to take Barbara Talley’s place as one of the club’s two representatives to the ODMA.
- Jim asked all board members to read the club bylaws and come to the next meeting prepared to discuss them.
- Jim also asked board members to be prepared to discuss the issue of honorary memberships.

The next board meeting will be Tuesday, March 3, 2015, at 6:30 PM at the Holiday Inn—Norfolk Airport.

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

Respectfully submitted,
Melanie Kordis



AACA Annual Meeting Philadelphia, PA February 12-14, 2015



Story by Bob Stein & Marion McAlpine. Photos by Bob Stein & Marty Sugermeier

Despite scary weather predictions, the 2015 AACA Annual Meeting held on February 12-14, 2015, in Philadelphia PA, was a huge success, with over 1,000 national members attending, one of the largest annual meetings ever. As always, the Tidewater Region (TRAACA) was well represented with 43 participants this year, deemed the "Blueberry Patch" for our matching 2015 AACA Eastern Spring Meet blue sweatshirts. Thanks to Marty Sugermeier, even a couple of TRAACA canine members' (Johnny and Heidi) donned matching blue jackets.

Most of the TRAACA members arrived in Philly by Thursday. Whether in small or large caravans, members stopped at a longtime favorite, Jimmy's in Delaware, for lunch. Ignoring the cold and in keeping with TRAACA tradition, many members (12 on Thursday, 33 on Friday) enjoyed companionship and local Philadelphia cuisine. Valentine's Day was highlighted during the weekend with chocolate hearts at the Gentleman's Breakfast, complimentary champagne for all Sheraton Hotel guests, and heart-shaped desserts at the National Awards Banquet.

And we did not just sit around. Jeff & Pat Locke and Terry Bond presented seminars, most TRAACA members helped out with manning our National Meet booth in the Trade Show, and new AACA Executive VP Bob Parrish was busy with meetings everywhere. Terry Bond helped set up and hand out awards at the banquet on Saturday night, where TRAACA members took home four honors.

National Awards went to Jim and Donna Elliott who received the Bert S. Harrington, Jr., Brighton Era Award for their 1903 Cadillac Rear Entrance Tonneau (displayed in the Trade Show and at the awards banquet), John and Lynn Heimerl received the Chocolate Town Trophy for their 1935 Chrysler C-2 Imperial Coupe, and Dana and Debbie Meadows received the Thomas McKean Tour Trophy for their 1937 Chrysler Imperial Sedan. Bob Stein was awarded his 15th Master Webmaster Award for the TRAACA website, to our knowledge the only person to receive the award every year it has been offered.

TRAACA members on hand included Club President Jim & Betty Villers, Jere Avenson, Bob & Pam Bond, Terry & Susan Bond, Dick Chipchak, Dan Ciccone, Bill Coburn, Tom & Tammy Cox, Jim & Donna Elliott, Tyler Gimbert, Richard & Sandy Hall, John & Lynn Heimerl, Kathy Kellam, Jeff & Pat Locke, Mark, Marion and Heidi McAlpine, Richard & Joyce McNinch, Dana, Debbie and Daisy Meadows, Reggie & Cindi Nash, Tom Norris & Missy Hespenshide, Bob & Dot Parrish, Bob & Linda Pellerin, Tony & Leslie Scarpelli, Neil, Marty and Johnny Sugermeier, Bob Stein, Bill Treadwell, and Bill Wilcox.



The caravan stops at Jimmy's in Bridgeville, DE, for lunch



Some TRAACA members at the First Gentleman's Breakfast



Terry Bond presenting his seminar on early motorcycles



Bob Parrish with Betty & Jim Villers at the Presidents' Dinner



(L to R) Tony Scarpelli, Marion McAlpine, Leslie Scarpelli, and Donna & Jim Elliott at the AACA Auction on Friday evening



Tom Norris & Missy Hespenshide with Betsy Ross & Ben Franklin



Some TRAACA "Blueberries" having lunch in the hotel on Friday



Jim Elliott loading up his 1903 Cadillac after the Annual Meeting



Sandy Hall & Kathy Kellam discussing our Eastern Spring Meet



The 2015 AACA Annual Meeting is over—Terry & Sue check out



TRAACA members receiving National Awards from AACA President Micky Bohne at the AACA Annual Awards Banquet on Saturday, February 14, 2015 (pretty nice Valentine's Day gifts!) (L to R): Jim Elliott; John & Lynn Heimerl; Dana & Debbie Meadows; and Bob Stein



Still Collecting Stuff —

Stop Lights and Turn Signals

By Terry Bond

STOP! Or as it was known in some areas—HALT, or maybe it was SLO, or SLOW, or maybe just a LEFT or RIGHT was appropriate.

In the early days of the automobile, the use of a tail lamp was only to warn an oncoming carriage (or another car) that something was on the road ahead. As cars began to take over the roadways, signal devices became necessary, either to signal you were slowing, stopping or turning.

Because of high accident rates, individual cities began to pass ordinances and states began to pass laws requiring some kind of signal on the rear of an automobile. There was no standardization as such devices initially were just after-market add-on accessories. Many were quirky gimmicks.

Many of these lamps also had car names on them. Some cars, like Studebaker, Dodge, and many others supplied them as original equipment. Still others had simple interchangeable name plates that could be inserted behind the lens to identify the car. I have “Buick,” “Chevrolet” and several other companies’ lenses in my own collection.

Today, those crazy stop lights and turn signals make wonderful collector items for lovers of automobilia. There were hundreds of variations produced over the years, some cute, some downright confusing & complex.

I can recall when a trip to Hershey would fill a bag for no more than \$25 per item. I’m glad I started collecting them when I did as now they are quite pricey, with some very unusual turn signal devices selling for hundreds of dollars on eBay. Amazingly though, there are small

hoards of them—NOS—being discovered occasionally. This year one individual at Hershey was selling some NOS signals he had found in large quantity. I’m already seeing them appear on eBay for ten times the money!

My own cabinets are stuffed with what I began collecting years ago. I even have a bunch in a box mounted on the wall with lights in them. It makes a great display.



An early combination stop and turn signal lamp



Made in England, this turn signal features an internally illuminated celluloid hand



An early combination stop lamp with turn signals



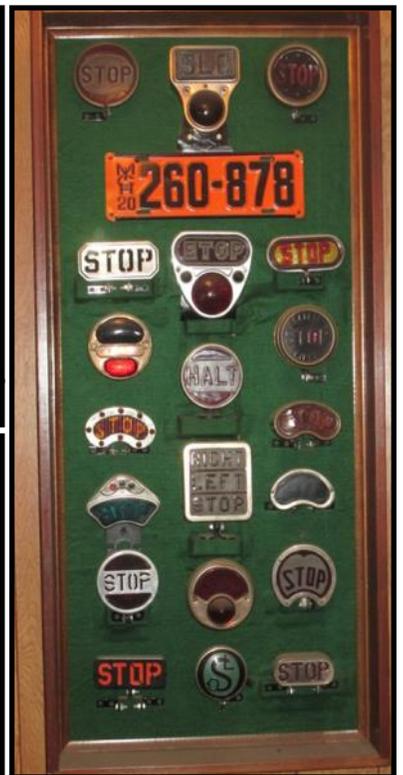
If the policeman stays “Stop”, you better do it



Before you stop, you slow down!



Another "SLO" lamp



Part of Terry's stop light collection mounted in a display case



A nice pair of "semaphore" style turn indicators



Another "STOP" lamp



Mounted in the rear window of a car, this policeman's arms automatically extended when the brake was applied.



An after-market Chevrolet stop lamp



The other side of the "GO" lamp says "STOP"



Another version of a "SLO" lamp

Caught in the Headlights—TRAACA Members & Their Cars

Terry Bond's 1912 Triumph Motorcycle

Story and photos by Terry Bond



Terry's 1912 Triumph displayed proudly at the 2014 ODMA Meet

Where do you begin with what has become a family heirloom? My 1912 Triumph motorcycle has been a pride and joy for almost three decades now.

It was acquired in Scotland in the early 1980s from a well-known accumulator of early motorcycles. He had found it following a lead from some friends on a hunting party in the Scottish Highlands in the 1950s. It was discovered in the ruins of an old farm cottage that had been boarded up. The hunters took shelter in the ruins during a storm and saw the Triumph stashed in a corner, covered with trash. It languished for years in that collector's hoard of early motorcycles until he decided to sell a few of his possessions to finance the acquisition of a rare Bentley.

The motorcycle's history was what drew me to it. It was owned by an Irish bank-robber who escaped to the hills of Scotland, working until he vanished mysteriously. Many years later, the remains of his Triumph and a trunk with his belongings, including a diary of his life, were discovered and purchased—on the condition that all trace of him be removed with the Triumph!

I paid the asking price—no wiggle-room as there was another collector waiting eagerly to purchase all 12 antique motorcycles that were to be sold that day. I brought the Triumph home in boxes and baskets, packed into the rear of a Mini station wagon.

The restoration proved exceedingly difficult, with many hours spent searching for parts. There were so many chance discoveries it's almost miraculous. I acquired a NOS free-wheeling rear wheel gear from the original manufacturer, only weeks before the factory was closed forever and demolished. I acquired a rare tail lamp carbide generator from a New Zealand spark plug collector. I worked with a home-based nickel plater in London who worked exclusively for one client. To this day the plating remains bright and almost as-new. Then there

was the chance find at a small swap meet in England—a box filled with NOS oilers, engine nuts and bolts, carburetor controls and bearings—all correct 1912 parts. All of this was before the Internet was available. The last piece acquired was a NOS oil syringe that mounts in a special holder on the motorcycle's frame. The nickel-plated oiler is unique to the Triumph and fits perfectly into the hub oil access ports.

I learned quickly that I needed to become my own expert. Many early vehicles are restored without concern for authenticity. You can't just restore something that's there because it may have been the result of a non-authentic repair done when the vehicle was still young. Of course an Irish bank-robber would not have been concerned with keeping the motorcycle totally original.

Susan can tell you about finished parts stored under the bed and hours spent in front of the TV with small files and sandpaper finishing the unique knurling on knobs and levers.

The gas headlamp itself was built from the remains of three damaged ones, and was so nicely done the nickel plater offered me a job restoring lamps for his customers.

The Triumph came back to the USA as an unfinished project, but by 1984 it was ready for its first showing. The idea was First Junior at a meet in York, PA, then a Senior at Hershey. The motorcycle refused to start at York, so it was not judged. It was my own blunder, painting what should have been bare metal on the magneto. No ground—no spark!

At Hershey that year, the Triumph ran fine and nearly scared me to death departing the show field, but it received a First Junior! The following year, 1985, it received a Senior at a National Meet in Winchester, VA. Since then it has proudly received dozens of AACA



Close-up of the Triumph's 499cc engine

Preservation awards. It is now one of the most senior of all antique motorcycles shown at most National Meets.

Periodic touch-ups, tune-ups, and a routine annual disassembly for complete cleaning have kept it nice. In fact, in 2010, I took it to the Grand National Meet in New Bern, NC, and it became the oldest Senior vehicle we know of to receive a Grand National First without having been re-restored! It now holds more ODMA Preservation Awards than any other vehicle in the state.

Some interesting facts about the 1912 Triumph:

- 499CC engine capable of 70+ MPH
- No transmission
- Bicycle-style brakes
- Total loss (unpressurized) splash oil system
- Acetylene gas head- and tail- lamps
- The pedals are used to start the engine while on the motorcycle is on its stand—not to pedal it as a bicycle!

There is one piece that has never been restored, and I probably lose a few points in judging because of it. But, I'll never restore the original leather Books saddle out of

respect for the stories it must tell.

The Triumph is a thing of beauty, a mechanical marvel, and a source of endless pride for us. And, it fits nicely in the back of our van!



The Triumph's gas headlamp—still gleaming from Terry's efforts

TRAACA Boy Scout Merit Badge Workshop

Story and Photos by Bob Stein

Take 23 kids, a hangar of WWII aircraft and a mix of antique vehicles from the 1920s to the 1970s, and what do you get? In this case, a training session for the Boy Scouts of America Automotive Maintenance Merit Badge. Answering a request from Sam Kern, members of the Tidewater Region (TRAACA) rolled out a display of cars for the Boy Scouts of Troop 36 from Carrolton, VA.

Held on Saturday, February 7, at the Military Aviation Museum in Pungo, the special display not only provided a wide variety of vehicles, but some in-depth presentations on automotive systems by TRAACA members. Each car owner started off with an introduction of his or her vehicle, giving the history of the car and manufacturer, and details about the specific vehicle on display. Then the owners covered a different aspect of automotive systems.

Sam started off with his 1925 air-cooled Franklin and covered carburetors and air filters. Ken Talley followed with his 1929 Buick and an explanation of charging

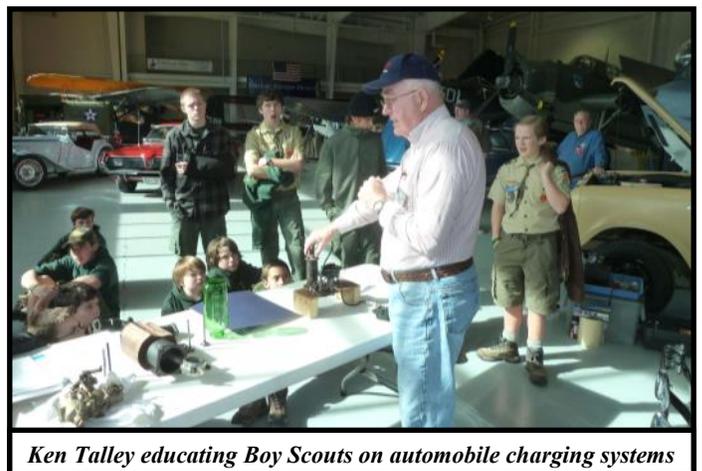
systems, including the differences between generators and alternators. Bob Parrish was next with his 1978 Corvette, talking about the importance of reading the owner's manual and covering the use of fiberglass in car bodies.

Then it was time for a break—er, brake—with Jim Villers. Jim had his 1967 Mercedes 280SL on jack stands so he could pull the wheels off and talk about disc and drum brakes. Al Swenson took over from there, showing off his 1962 International Scout and providing an in-depth presentation on battery maintenance and safety. Bob Stein had his 1967 Cougar XR-7, and covered automobile gauges and warning lights. Last, Susan Bond used her 1948 MG TC to demonstrate different automobile systems such as dual carbs and right-hand drive.

The program lasted two hours, and all the car owners and Scouts had a good time. Thank you to Sam Kern and the other members for sharing their cars and knowledge with the Scouts and helping them earn their Merit Badges.



Boy Scouts taking turns "chair driving" behind the wheel



Ken Talley educating Boy Scouts on automobile charging systems

My 1947 Chevy Woodie

Story by Ron Pack. Photos by Gerry Burger.



Ron Pack's 1947 Chevrolet Woodie

In 2000, I received a phone call from my friend Jeff McKain, who was at that time living on the west coast near San Juan Capistrano, CA. Jeff had just retired and was moving back to Virginia Beach. He needed a favor, which was to help him move some of his old cars back to the beach. On this first trip he ask me to help tow a trailer with a 1947 Chevrolet Woodie cross country. Promising a cool trip driving across the country and seeing parts of historic Route 66 could not be turned down. We visited many of the remaining parts of Route 66. We saw (at 70 mph—no stopping) the buried 1959 Cadillacs in Texas and, from Interstate 40, the world's largest cross. We visited the National Corvette Museum in Kentucky, but it was closed that day. We also stayed in some of the nicest hotels that \$49.00 could by along I-40. We made a cross country drive in a mere 3½ days with little or no fanfare.

Two years later I purchased the same 1947 Woodie from Jeff. I enjoyed the car in stock configuration for about six months. However, it was only a matter of time before the Woodie would be dismantled and converted into a street rod. I really tried to restrain myself with the conversion, so I decided to keep it stock on the outside but use good reliable running gear underneath.

I took the Woodie to Bobby Cullipher's (a fellow Portsmouth Street Rod Association member) shop where the car began its transformation. The frame, floor pan and firewall were media blasted by Outback Body Shop in Suffolk. After removing the entire original running gear, Cullipher installed a Fat Man Fabrications Mustang II-style front end suspension complete with stainless steel tubular control arms and Carrera coil-over shocks. Out back, we installed a rebuilt 1979 Chevy Nova rear end with a limited slip differential. This conversion left the car with an updated independent front end suspension with rack and pinion steering and power disc brakes.

When it came time to power the car, a 400-ci Chevy motor was chosen and mated to a 700R automatic transmission. The used motor proved to be unreliable and was later replaced with a factory crate motor (a Chevy ZZ4)

with 355 horsepower. The frame and floor pan came back to my garage, and I began the long process of redoing the wood. In the beginning, I thought some light sanding and a couple of coats of varnish was all that would be needed to look presentable. Boy, was I wrong. There was wood rot not visible in the beginning and rusty brackets, screws and braces that all had to be restored.

Rob Moore at Knox Automotive Center in Carrollton began refinishing the fenders and hood, one piece at a time. The parts were finished in a black cherry urethane with clear coat. As each piece was finished, I would store a fender here, a fender there, in my children's bedrooms while they were away at college.

While all this was going on, Sonny Weil and I began the process of stripping every wooden part on the car. Let me tell you, there were a lot of wooden parts. All four doors were disassembled totally, and the wood went in one pile and the mechanicals for the windows, etc., went into another pile. A lot of the wood showed cracks, dark areas and areas that didn't fit well, but we were able to save a remarkable amount of it. I firmly believe that we started with a whole Woodie and after we finished sanding we had three-quarters of a Woodie. Each wooden part received 10 coats of varnish and 2 coats of automotive clear coat. The interior ceiling is probably the prettiest example of great varnish work by me and Sonny. The seventh, eighth and ninth coats of varnish had either a run, a brush mark or some sort of defect less than perfect. From prior boating experience, I knew that my best varnish results occurred outdoors. So for our 10th coat we moved the complete top outside, turned it upside down and proceeded to lay down the best varnish work of my life. Pleased with ourselves, Sonny and I went to lunch; when we returned, we found that we had been bombed by a fly-by "pooting" (a bird with diarrhea). The final coat was done in a spray booth at Knox Automotive.

The roof was covered with Black Hartz cloth, and the wood painstakingly reassembled with only a few extra



The wood-grained dashboard of Ron's 1947 Chevrolet Woodie

parts left over. The good news is that I took over 200 photos to document what went where and all of the pieces were reunited properly. With the reattachment of the fenders and hood, the Woodie looked like a car again.

Glen Moore of Isle Of Wight County did a wonderful job of wood-graining the dash. All of the old style rectangular instruments were replaced with new round ones from Classic Instruments. Vintage Air provided a great air conditioner and heater unit that fits right under the dash and does a wonderful job. All of the original seats were retained. They were rebuilt with new padding and exquisitely covered in leather by Jim Lewis of Newport News, VA. The Woodie holds 7 passengers on short hops around town and 4 passengers and luggage on trips.

Royal Silver polished and chromed all the original stainless and chrome on the Woodie. Some of the exterior items that aren't noticed at first glance are the 1951 Chevrolet truck bumper that protects the rear of the car, and the rear taillights that are 1947 Chevrolet buckets but the taillight stands are from a 1932 Ford.

So, after 2½ years of work (we completed the project in 2007), we now have a reliable vehicle that will go anywhere in comfort. We have put over 16,000 miles on it since completion. Our trips include several trips to the National Street Rod Association events in York, PA, a Goodguys Rod & Custom event in Columbus, OH, sever-

al trips to Charlotte for both Goodguys' and AACA events, trips to Myrtle Beach and Wilmington, and two trips to the Concours d'Elegance at Hilton Head, at which I took a Palmetto Award for my class. The ultimate trip would be to drive the Woodie back across country from whence it came. That trip may have to wait awhile.

This past summer, my wife Tina and I took two of my grandchildren to the Outer Banks Surfing Championships in Nags Head, NC. We turned our hats around backwards, put on our cool sunglasses, and styled through the parking lot surrounded by young beach bunnies, our destination now complete from the Beaches of San Juan Capistrano to the beaches of the Outer Banks. Life is good.



Ron's 1947 Woodie looks just as good heading away

Bringing a Car Out of "Storage" - Part 1

Article by Jim Villers

Although there have been several articles written regarding the long term storage of automobiles and subsequent "revival" of a car from storage, few have been comprehensive. Automobiles that have been sitting for a very long time develop conditions that require a thorough check of each of their major systems. Many cars weren't running when they were put into storage, so reviving them can be challenging. Fortunately, most engines can sit for many years without serious effect. If the prior owner properly prepared the car before storing it, revival can be easy; if not, it can be a little more interesting. (NOTE: This two-part article is directed to most carbureted vintage automobiles with drum brakes.)

Where to start. It is tempting to initially try to start the engine, but please resist the temptation. Trying to start the engine too soon can make the task much more difficult. Just cranking the engine can pump varnished fuel from the tank into the fuel system, gum up the carburetor and clog fuel filters. Begin the process by locating an owner's manual for the car so you'll know the correct maintenance procedures and lubricants for the car.

Lubrication Issues. First make sure that the engine will turn over. Do NOT use the starter, but put the transmission in high gear and rock the car. If the engine turns, remove the spark plugs, squirt a little oil into each cylinder and rotate the engine by either pushing the car in

high gear or using a socket and ratchet on the crankshaft. The engine should turn smoothly.

If the engine will not turn, remove the spark plugs and spray a liberal amount of PB-Blaster or a good penetrating lubricant into each cylinder. Rock the car again. Continuing rocking the car and adding penetrating oil several times a day until the engine rotates. If the engine will not turn after a week or two of rocking, it will need to be removed from the car and rebuilt.

Drain the oil, change the filter and refill the engine with fresh oil. Also check the lubricant level in the transmission and rear differential.

Fuel System Issues. Drain the fuel. If a lot of rust or solid stuff comes out with the old gas, the tank may need to be removed, flushed, cleaned, sealed and reinstalled (or replaced). An amber, fowl smelling liquid is normal.

The next steps are unique to each car. Remove the flexible fuel line from the tank at the fuel pump and, using compressed air, blow air into the line so that the contents of the line are blown back into the fuel tank. Then disconnect the fuel line at the carburetor, cover the end with a rag and gently blow compressed air through the fuel pump, blowing the old fuel out of the fuel pump and through the fuel line and into the rag. Replace the drain plug and fuel lines and pour a couple of gallons of fresh gas into the tank. [See Part 2 in the April Mudflap.]



Activities and Tours at the **The AACA National Eastern Spring Meet** **Virginia Beach, VA—Hosted by the TRAACA** **April 30—2 May 2015**

By Marion McAlpine and Meet Committee Members

Besides the actual car show, there will be a number of other fun things to do at the AACA's Eastern Division National Spring Meet being sponsored by the TRAACA on April 30th—May 2nd. Thanks to the TRAACA Meet Committee members for organizing these great activities!

THURSDAY APRIL 30, 2015

Tour of Abacus Racing & Bill Thumel's Collection:

Time: 9:00 AM – 1:00 PM. Cost: \$10.00/person.

This is a self-driving tour of TRAACA member Bill Thumel's race shop—Abacus Racing—and his collection. The tour starts at the Abacus Automotive and Machine Services shop (1372 Baker Rd in Virginia Beach) with coffee & donuts at 9:00 AM. You will see a state of the art engine machine shop where racing engines are prepared and foreign cars, including exotics and classics, are serviced and repaired. Tour participants then will proceed to Bill's vintage car collection on 18th Street to enjoy a tour and sandwiches. Maps will be provided to registered participants.

Ladies Luncheon and Vintage Fashion Show:

Time: 11:30 AM. Cost: \$25.00/person. Location: Sheraton Hotel, 2nd Floor.

There will be a Vintage Fashion Parade held during the luncheon. Several of our members will be modeling vintage outfits. Out of town guests are also encouraged to participate. The Fashion Parade will be held at the beginning of the luncheon and will take about 20–30 minutes. If you would like to participate, send Marty Sugermeier an e-mail (tcsugermdragonfly@yahoo.com) or call her at (757) 761-1244. Last minute decisions to participate are no problem: just arrive in your outfit about thirty minutes early to the luncheon and find Marty so she will have your information to describe your outfit as you "walk the catwalk."

Early Bird Reception:

Time: 4:30 PM–6:00 PM. Cost: \$12.00/person. Location: Sheraton Grand Foyer, 2nd Floor.

The Early Bird Reception on Thursday will have assorted fruit and cheese platters with a cash bar. This will be a great way to kick start the weekend and catch up with old friends (and maybe make some new ones)! We look forward to seeing everyone there.

FRIDAY MAY 1, 2015

Tour of Naval Air Station (NAS) Oceania :

Time: 9:30 AM–1:30 PM. Cost: \$35.00/person.

Buses will leave the Sheraton Hotel at 9:30 AM to tour the NAS Oceania Master Jet Base. Oceania is home to the largest group of the U.S. Navy's F/A-18/Hornet and Super Hornet fighter aircraft. The buses will be permitted to tour the flight line and participants will be able to interact with U.S. Navy pilots. As a special treat, participants will also visit the Landing Signal Officer (LSO) School and be able to experience its flight simulator. The tour will return to the Sheraton for a buffet lunch. Seats are limited, so sign up early!

Friday Night Social:

Time: 6:00 PM. Cost: \$35.00 (\$15.00 for 12 y/o and under). Location: Sheraton Ocean Grand Ballroom and Foyer, 2nd Floor.

The Friday Night Social will be held in a beautiful setting overlooking the Atlantic Ocean. There will be a BBQ buffet and a cash bar. Come join the fun in this wonderful location. You can get reacquainted with fellow AACA members who have traveled in from outside our region and, of course, gather with your fellow TRAACA members. This will be a casual night as we celebrate our AACA National Meet and relax after all the efforts exerted into planning the meet.

SATURDAY MAY 2, 2015

Social Hour, followed by a Buffet Banquet:

Time: Social at 6:00 PM, Dinner at 7:00 PM. Cost: \$35.00 (\$15.00 for 12 y/o and under).

Location: The Military Aviation Museum. Social: Army Hangar. Dinner: Navy Hangar.

There is a terrific banquet planned for after the Awards Ceremony at the Military Aviation Museum. It will begin with a social hour with cash bar in the Army Hangar from 6:00 PM–7:00PM, followed by the banquet in the Navy Hangar at 7:00 PM. Dinner is a seafood and chicken buffet with many delicious sides and dessert. We will be keeping with our beach theme with our table arrangements and décor. Wine and beer will be available. This will be a fun evening, as we all take a deep breath and look back on an amazing meet. Please plan on joining us for the last official event of the meet.

HOW TO DISPLAY A VEHICLE AT AN AACA NATIONAL MEET

Story by Marion McAlpine

Many AACA members go to national meets to see the classic vehicles or attend the swap meet, but many have never entered a vehicle for judging. With the TRAACA hosting the AACA Eastern Spring Meet at the end of April and some members possibly entering a vehicle for the first time, this is a good time to review the proper way to display a vehicle for AACA judging. (Much of the following information is from the AACA Policy & Procedure Manual - 2014.) Let's start with the assumption that the member has already registered the vehicle in advance of the meet, as required, either by mail or on-line at the AACA website (www.aaca.org). (Vehicles usually must be registered at least 30 days in advance of the meet. Day of show registration is not allowed.)

Meet entrants start by picking up their registration packets prior to placing their vehicles on the show field. Prior to the day of the meet packets generally are available at the host hotel or site of the meet, and on the day of the meet at the entrance to the show field. In the registration packet entrants will find meet information, tickets (if purchased) for social activities and the Awards Dinner, windshield card, judging form and trophy pick up form (if Award Dinner tickets were not purchased). The windshield card and judging form should be the same color and will indicate the level of award the vehicle is seeking.

The meet brochure will indicate when the vehicle can be placed on the show field; this is usually between 7:00 and 11:00 AM. Vehicles must be driven onto the field (except for race cars and motorcycles, which can be driven if they can be operated safely by the owner, otherwise these vehicles may be pushed). Entrants receive their participation (dash) plaques as they enter the show field. The

vehicle must be parked in the specified location directed by the host club. The windshield card should be prominently displayed and the judging form should be placed on the front seat or another suitable obvious location. A charged fire extinguisher must be displayed in a visible location. Vehicle hoods and trunks should be opened, windows and convertible tops in the "up" position. Items that did not come from the factory (floor mats, loose items, previous trophies, etc.) should be removed from the interior and trunk and placed somewhere away from the vehicle so they don't interfere with the judging team.

Judging usually begins at 11:00 AM (sometimes sooner—check the meet brochure). If possible, the entrant or designated representative should remain with the vehicle during judging to answer any questions. If the entrant cannot be with the vehicle (e.g., they are judging, working administration, etc.), they should leave a note with the judging form, providing their cell phone number or other contact information in case the judging team has any questions. The vehicle must remain on the field until 3:00 PM or until released by the Chief Judge. Failure to comply with this requirement will result in disqualification.

Entrants are encouraged to attend the Awards Dinner/Ceremony. If the entrant is unable to attend the dinner, the National Meet Award Pick Up Form should be completed to allow someone else to pick up any award presented to the vehicle.

If you haven't entered a vehicle in an AACA National Meet before, the Eastern Spring Meet the TRAACA is hosting on 30 April – 2 May is the perfect opportunity to do so. Showing your vehicle is fun and rewarding, and it won't be any more convenient than this.



How to display your vehicle for AACA judging:

1. Note the open hood and trunk
2. Note that the windows are up
3. Note the charged fire extinguisher. (Most owners place it near the front driver-side wheel, but it can be placed anywhere visible.)
4. Note the windshield card. The judging form is on the front seat.



What has the owner failed to do to prep this vehicle for judging?

(This photo is for example only—it was after judging was done.)
ANSWER: The windows are not up. Other than that, this car is ready: the hood & trunk are up, the convertible top is up, there's a charged fire extinguisher & a windshield card. Note that the owner also removed everything from the trunk & put it behind the car.)

Featured Car at 2015 AACA Eastern Spring Meet

1909 Packard Model 18 Runabout

Story by Bob Parrish. Photo by Bill Alley.



1909 Packard Model 18 Runabout

A very special car with significant local history will be displayed inside the Military Aviation Museum during the upcoming AACA Eastern Spring Meet that the Tidewater Region of the AACA (TRAACA) is hosting on 30 April – 2 May. Bill Alley of Greensboro, VT, is bringing his beautifully restored 1909 Packard Model 18 Runabout, which was previously owned by Thomas E. Moody, one of the founding members of the TRAACA.

The car was purchased new by William and Florence Sloane, who lived on North Shore Road in Norfolk, from a Packard Motor Car Company dealer in Richmond because there wasn't a Packard dealer in Norfolk until 1913. Their son, E. K. Sloane, inherited the car and owned it until 1953 when it was purchased by Tommy Moody.

The story about how Tommy discovered the car is interesting. Tommy's brother, Freddie, worked for the local telephone company and while up a pole doing service work on the Sloane property he saw a 1924 Flint sedan that had been modified with a pick-up body for light hauling around the property. When Tommy visited Mr. Sloane to inquire about the Flint, he noticed the Packard in the back of the garage. Mr. Sloane would not sell the Packard unless Tommy purchased both cars. Tommy didn't pass up the opportunity.

A restoration of the Packard was begun, but never completed. Tommy passed away in 1987 and his widow, Marjorie Moody, sold the car to Gordon Kirwin from Maryland. Mr. Kirwin completed the restoration and toured extensively with the car throughout the country. He returned to this area in 1991 for the TRAACA's annual local meet so that he could show the completed car to TRAACA members and he offered rides to anyone that desired it.

I last saw the car at the 1996 AACA Eastern Fall Meet in Hershey. Mr. Kirwin told me about the many enjoyable events he participated in with the Packard while he owned it. Following Mr. Kirwin's death, Bill Alley purchased the car and had it totally restored. The restoration was completed in 2014, and the Packard is making its debut at our 2015 AACA Eastern Spring Meet on May 2nd as it goes for its First Junior Award. We are pleased to play a part in seeing this historic Packard return to the area.

Our thanks to Bill Alley for bringing his car to our National Meet so that TRAACA members can enjoy seeing Tommy Moody's Packard again.



ODMA Meet

May 22-23, 2015

Hosted by the Waynesboro-Staunton Region AACA

The 2015 ODMA Meet is being held at the Augusta County Government Center in Verona, VA, on Friday-Saturday, May 22-23. Registration forms must be post-marked no later than 15 April. Registration forms can be found at the ODMA website (<http://local.aaca.org/odma/>), the TRAACA website (<http://local.aaca.org/tidewater/>), or attached to this month's *Mudflap* e-mail. Vehicle registration is \$20. Banquet tickets are \$25.

The host hotel is the Holiday Inn Staunton Conference Center, which is offering a special ODMA rate of \$99/night. Reservations should be made directly with the hotel by calling (540) 248-6020.

The Complete Toolbox

Tools every mechanic should have in his/her toolbox.

This is an inexpensive tool to help prevent electrical shorts when disconnecting side-mount battery cables: an insulated, reversible, ratcheting wrench. It can be purchased from a variety of manufacturers for under \$10. (Just make sure to buy the right size wrench for your vehicle's battery: 5/16 or 10mm.)

(Suggested by Marion McAlpine)





From the President

By Micky Bohne, 2014 AACA President

(Reprinted from the AACA 2014 Annual Report)



With this meeting, as we end one year and begin another, it is my pleasure to say that 2014 was another great year for AACA. It was very busy and eventful for Don and I as we traveled across the country, with meets and tours in all four divisions. Our regions and chapters are the backbone of the hobby and it is evident from newsletters that they have had a very successful year. Our regions do much to support the hobby and continue to be busy with cruise-ins, bake sales, shows and end of the year Christmas parties. Also of note are the many charitable contributions that they make to so many worthy causes; AACA regions and chapters are truly ever mindful of the needs of others.

AACA continues to provide leadership in the collectible vehicle hobby, not only in membership, but also with a strong and stable financial foundation, an outstanding Executive Director, a national headquarters staff that is second to none, a Library and Research Center that is leading their field with three degreed Librarians with Master's degrees, and the finest, award winning magazine, the *Antique Automobile*.

I am indeed very proud to have represented your club as President in 2014 and am looking forward to passing the gavel on to Don Barlup, your 2015 President. He and his wife Carol are the perfect example of what we try to represent with their love of original vehicles (well, maybe his love!). I know that you will give them the same support as you have given to me as they begin their Presidential year.



National Awards

By Mike Jones, AACA VP—National Awards

(Reprinted from the AACA 2014 Annual Report)



During the 2014 Meet & Tour season, the National Awards judging team reviewed 3,528 vehicles shown at ten national meets and 250 vehicles participating on five national tours. The national awards committee members meet in Hershey the first Saturday in December to review the photos and questionnaires submitted by the owners of nominated vehicles. After careful scrutiny the team then votes to determine the National Award winner in each category. This year 248 owners submitted photographs of their vehicles for consideration. As is the case each year, the competition was extremely keen, making the decisions very difficult, even to the point of awarding ties. On February 14th, 74 award-winning owners [were] recognized for their accomplishments at the awards banquet. National Service awards [were] presented to 19 recipients for their contribution to the betterment of our hobby and the AACA. 14 Master Webmaster Awards and 16 Master Editor Awards [were] presented to winners for their contributions to their respective Regions and Chapters.

[Editor's Note: To have your vehicle considered for a national award you must participate in an AACA National Meet or Tour—your car can't be considered if the National Awards team can't see it. So register your vehicle for a meet or tour, then go have fun. Who knows—maybe your car will be nominated for a National Award and we'll be applauding you at next year's annual meeting.]



AACA Calendar of Events

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

MARCH 2015

6-8 Winter Meet
San Juan, Puerto Rico

18-21 Dual Grand National Meet
and Western Spring Meet
Tucson, AZ

APRIL 2015

9-12 Southeastern Spring Meet
Charlotte, NC

30- Eastern Spring Meet
2 May Virginia Beach, VA

MAY 2015

30 Apr- Eastern Spring Meet
2 May Virginia Beach, VA

4-6 SE Divisional Tour
Knoxville, TN

7-9 Special Spring Meet
Auburn, IN

JUNE 2015

4-6 Central Spring Meet
Independence, MO

JULY 2015

16-18 Southeastern Fall Meet
Louisville, KY

27-31 AACA Vintage Tour
Lancaster, PA

AUGUST 2015

25-27 Western Divisional Tour
Northern California
Santa Rosa, CA

30 - Revival AAA Glidden Tour
4 Sep Chickasha, OK

SEPTEMBER 2015

30 Aug Revival AAA Glidden Tour
4 Sep Chickasha, OK

14-18 AACA Founders Tour
Northeast Ohio

OCTOBER 2015

7-10 AACA Eastern Fall Meet
Hershey, PA

NOVEMBER 2015

5-7 AACA Central Fall Meet
Houma, LA

Happy 60th Anniversary TRAACA!

(Information provided by TRAACA historian Richard Hall and Lynn Gawel from AACA HQ)

The Tidewater Region of the Antique Automobile Club of America (TRAACA) was chartered on February 4, 1955, becoming one of just 34 regions in the country at the time. Since then, the club has grown from 10 members to over 160 today and the AACA has grown to 366 regions.

The club's first meeting was held on March 24, 1955. The meeting was held in the Newport News, VA, armory

building. The first members of the club were listed as Frank Z. Brill, Robert Gatewood, Aldo Chiese, John Macken, Elliott Moody, T.E. Moody, Marjorie Moody, Walter Powell, L.M. von Schilling, and R.K. Wallace.

Frank Brill was elected the club's first Director, Robert Gatewood the Assistant Director, Major John Macken the Secretary-Treasurer, and Aldo Chiese, T.E. Moody, and R.K. Wallace as the Board of Directors.

By Tidewater Region, AACA

Number 1

NOTES OF MEMBERS AND CARS

Joe Wills recently became a father, but we have been unable to determine the exact vintage or the details of the exhaust system. Congratulation, Joe! (That goes for Mrs. W., too.)

Prospective member Frank Blanchard bought a 1917 Buick touring car from Bill Pettit and is laboring mightily to have it restored by spring. Looks as though he may succeed, too.

There is a Mr. Barry in town who is restoring the 1928 (?) Jordan sedan which we all saw in the junk yard. We hope he will turn up at one of our meetings soon, so that we may all meet him. From reports, he is making fast headway with his car.

Kenny Wallace is restoring Richard Lee's 1926 (or is it a '27—they all look alike!) Ford coupe. When I was there the other day the body was painted a beautiful green.

Tommy Moody, the most persistent perfectionist in the region, is still working on his 1909 Packard. The bearing trouble had been straightened out, or I suppose I should say, rounded off, and some sunny day before too long should see Tommy out on the road. Don't speed on the Beach Boulevard, Tommy!

Merritt Horne reports he has some work on his Buick farmed out, all of it to people who seem in no hurry to finish. Oh, well, Merritt, it's too cold to drive that car in winter, anyway.

November PICNIC

Check your antifreeze and your long woolens for our last outdoor adventure of the season—if weather permits. If the weather is good, we'll assemble at the parking lot beside the Texaco Station at Ward's Corner and drive in caravan to the Stevens farm in North Alanton, Princess Ann County. If it's bad, we hope the Moodys will take us in—Your editor hasn't been able to reach them to confirm this. If the weather looks doubtful, call the Hornes, MA 5-6845, or the Moodys, MA 3-8182, or Elliott Wilkins, JU 7-2976 for the final decision.

REMEMBER: In case of good weather, we meet at the Ward's Corner at one o'clock and depart in caravan PROMPTLY at 1:15. If you can't come till later, call Elliott Wilkins for direction, and don't blame us if we eat all the steak before you arrive.

LEAD—Justin Derieux (Norfolk, Justice 7-0064) has come across a 1941 Ford in New Condition. That's right, NEW. It didn't even belong to an old lady school teacher—the dealer kept it because it was the first car he received from the company. Call Justin for detail.

This is the first issue, and hence naturally the only one so far, and it is sent out to our members and friends to tell them what's going on. Let us know if you like the idea and would like future issues. Our greatest need: a volunteer to report news from Hampton-Newport News.

This is a copy of the club's very first newsletter. (It is undated, but we believe it's from the fall of 1960.) It came from the personal collection of the late Merritt Horne. We owe him a debt of gratitude for preserving this valuable piece of the Tidewater Region's history.



TRAACA MEMBERS' PAGE

Welcome to Our New Members!

- Mike & Darlene Brown**
Virginia Beach, VA
- 1979 Ford LTD Brougham
- Robert & Rose Perkins**
Portsmouth, VA
- 1969 Chevrolet Corvette



Members celebrating anniversaries in March



- Mike & Darlene Brown**
Dan & Angie Ciccone
Keith Olson & Chris Horton
Jon & Barbara Sieck

Sunshine Report

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

- **Richard Hall's** mother Cleo Hall passed away on February 22nd in Virginia Beach. She was 98.
- **Jane Cutright's** mother Lillian passed away on February 21st in Arizona.
- **Larry Cutright's** sister Virginia passed away on February 20th in Ohio.

Our thoughts & prayers go out to the following members:

- **Jack Blair** had heart valve replacement surgery, began rehabilitation at Harbor's Edge in Norfolk, but had to return to the hospital for a few days due to breathing difficulties. He's back at Harbor's Edge & doing well.
- **Sandy Hall** had laser eye surgery on February 19th.
- **Ivan Joslin** completed physical therapy for his recent hip replacement, but will start the process over again when he soon undergoes knee replacement surgery.
- **Dick Pensyl** continues to convalesce at home.
- **Mark Strang** had rotator cuff surgery, is out of commission for a few months, and is recuperating at home.

Please provide updates on the health of TRAACA members to Toni McChesney at 456-2806 or toni56chev@cox.net.

WANTED: New "Sunshine Report" Coordinator

Toni McChesney has been our "Sunshine Report" coordinator for a number of years and is ready to hand off the responsibility. We need someone else to take on this important position and help keep club members informed about the health of their fellow members. If you want to volunteer, please contact Jim Villers.



Members celebrating birthdays in March



- | | |
|-------------------------|------------------------|
| James Cason | Earl McLaughlin |
| Liz Coburn | Albert McVicker |
| Susan Cunningham | Jack Pavlidis |
| Sally Hartman | Bobby Seller |
| Lynn Heimerl | Margie Tillet |
| Wyann Kaiser | Linda Treadwell |
| Melanie Kordis | Larry Wickham |

AACA National Award Winners

- Jim Elliott: 1903 Cadillac Rear Entry Tonneau Car
- John Heimerl: 1935 Chrysler C2 Imperial Airflow
- Dana Meadows: 1937 Chrysler Imperial
- Bob Stein: Master Webmaster Award—2014 (15 years in a row!)



Changing of the Guard: incoming AACA President Don Barlup, incoming AACA Executive Vice President (and next year's AACA President) Bob Parrish, and outgoing 2014 President Micky Bohne

Have Your Car's Photo in the AACA National Meet Program!

Place a photo (or several) of your vehicle(s) in the National Meet Program and share your pride and joy with everyone coming to the AACA Eastern Spring Meet, which the TRAACA is hosting in Virginia Beach on 30 April—2 May. It's also a great way to support our club. The cost is only \$40.00 per photo, with an absolute limit of six pages of business card-size photos. The hard deadline for submission is 31 March! E-mail high quality digital photographs to Terry Bond at terryaaca@cox.net. To discuss running larger size photos, call Terry at (757) 482-5222 and leave a message.



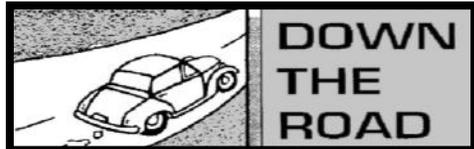
Tidewater Region AACA
TRAACA Annual Swap Meet



Saturday, March 7, 2015
 8:00 AM—3:00 PM

Hickory Ruritan Club
 2752 Battlefield Blvd, Chesapeake, VA
Free Admission!

For more info: http://local.aaca.org/tidewater/swap_meet.htm



Other Regional/Local Events

MARCH 2015

27-28 Sugarloaf Region AACA
 45th Annual Antique Car Show and Swap Meet
 Westminster, MD

APRIL 2015

9-12 AACA Southeastern Spring Meet & Charlotte Auto Fair
 Charlotte, NC

11 16th Annual Williamsburg British/European Car Show
 Williamsburg, VA

18 11th Annual Virginia Chevy Lovers Spring Dust-Off
 Virginia Beach, VA

22-26 Spring Carlisle
 Carlisle, PA

26 Piedmont Region AACA
 41st Annual Carfest
 Charlottesville, VA

MAY 2015

9 Shenandoah Region AACA
 57th Apple Blossom Meet
 Winchester, VA

22-23 ODMA Meet
 Hosted by Waynesboro-Staunton Region AACA
 Staunton, VA

23 Tri-County Region AACA
 22nd Memories on Main St
 Galax, VA

JUNE 2015

5-7 Carlisle Ford Nationals
 Carlisle, PA

6 Historic Fredericksburg Region AACA Annual Show
 Fredericksburg, VA

26-28 Carlisle GM Nationals
 Carlisle, PA

27 - Lincoln Highway Tour
 8 Jul Detroit to San Francisco

Spring—and car season—is almost here. Get you cars ready—some local cruise-ins are resuming in March.

2 DAYS FRIDAY & SATURDAY

SUGARLOAF MOUNTAIN REGION AACA

45th ANNUAL
 INDOOR/OUTDOOR ANTIQUE & CLASSIC AUTO PARTS / SWAP MEET
 MARCH 27 & 28, 2015
 CARROLL COUNTY AGRICULTURE CENTER
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 WESTMINSTER, MD 21157
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 info@carrollcountygcenter.com

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 ADDITIONAL SPACE RESERVED AS NEEDED SEE REVERSE SIDE FOR REGISTRATION FORM
 CAR CORRAL * 50-50 DRAWINGS * MEMBERSHIP AVAILABILITY



16th Annual
Williamsburg British & European Car Show



Saturday, April 11, 2015
 9:00 AM—2:00 PM

Chickahominy Riverfront Park
 1350 John Tyler Hwy (Rt 5), Williamsburg, VA

Pre-Registration: \$20 (must be received by April 1)
 Late Registration & Day of Show: \$25

For more info: <http://www.wmbgbrit.com>



EDITOR'S DESK

Mark McAlpine

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

After two snow storms in the last two weeks and snow still on the ground, it's hard to believe that spring is almost here and this year's car season is about to begin, but car season is upon us.

Within days of when you receive this issue of *The Mudflap*, car season unofficially begins on Saturday, 7 March, with the TRAACA's Annual Swap Meet at the Hickory Ruritan Club in Chesapeake. A week later, on Saturday, 14 March, we hold our St. Patrick's Day Party at Westminster-Canterbury in Virginia Beach. Local car shows and cruise-ins begin cranking up in March and by mid-April will be in full throttle. And April sees two AACA National Meets being held near us: the Southeastern Spring Meet (and Charlotte Auto Fair) in Charlotte, NC, on 9-12 April, and—of course—the Eastern Spring Meet that we're hosting at the Military Aviation Museum on 30 April—2 May.

In the past two issues of *The Mudflap* Bob Parrish has challenged TRAACA members to register at least 100 vehicles for "our" National Meet. I want to reemphasize his point because as of February 27th we have only 19 member vehicles registered for the meet. I realize that many of us are still awakening from our winter hibernation and that registration is still open for another

month, but 19 TRAACA vehicles registered seems low for a region with almost 500 antique vehicles listed in its membership roster. So please, don't put it off any longer—register your vehicle(s) today! (You'll still have almost two months to clean, polish, and make those finishing touches to your cars, trucks, or motorcycles before the meet.) Let's share our region's great variety of classic vehicles with our AACA friends attending the meet from outside the TRAACA region.

For those of you that were unable to attend this year's AACA Annual Meeting in Philadelphia, you missed a great time. There were some great seminars, including Jeff & Pat Locke's seminars on classic cars and appraisals and Terry Bond's seminar on vintage motorcycles. Attendees were also able to knock out Judges' School, Team Captain School, and CJE Instructor School. But the best part was spending time with friends from not just our region but also from across the AACA. It was especially great to see TRAACA members receive National Awards at the Awards Banquet on Saturday night: Jim & Donna Elliott for the 1903 Cadillac, John & Lynn Heimerl for their 1935 Chrysler C2 Imperial Airflow, Dana & Debbie Meadows for their 1937 Chrysler Imperial, and Bob Stein for his Master Webmaster Award (15 in a row!). I realize how much it costs to attend the Annual Meeting, but if you haven't done it before, I encourage you to add it to your bucket list, start saving your pennies, and attend at least one. You won't regret it.

Mark Mc

Dawson's Accounting Services

Charlie Dawson, EA

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757-498-1040 Office

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Filing Status

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BUNNEY (Taxpayer) v. IRS 114 T.C. 259

Taxpayer's Defense: Relied on Turbo Tax

Taxpayer lost her case. She was liable for tax deficiency and accuracy penalty

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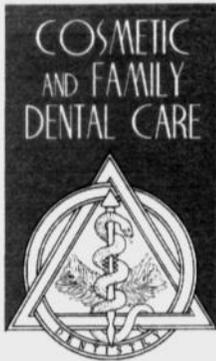
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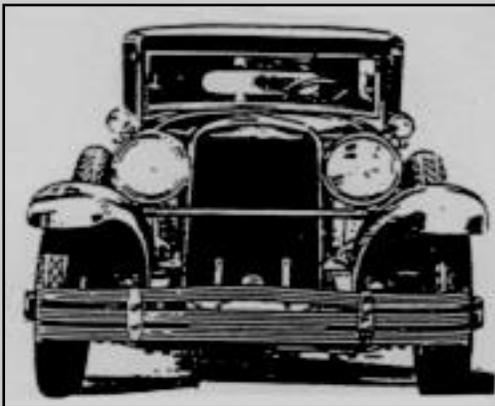
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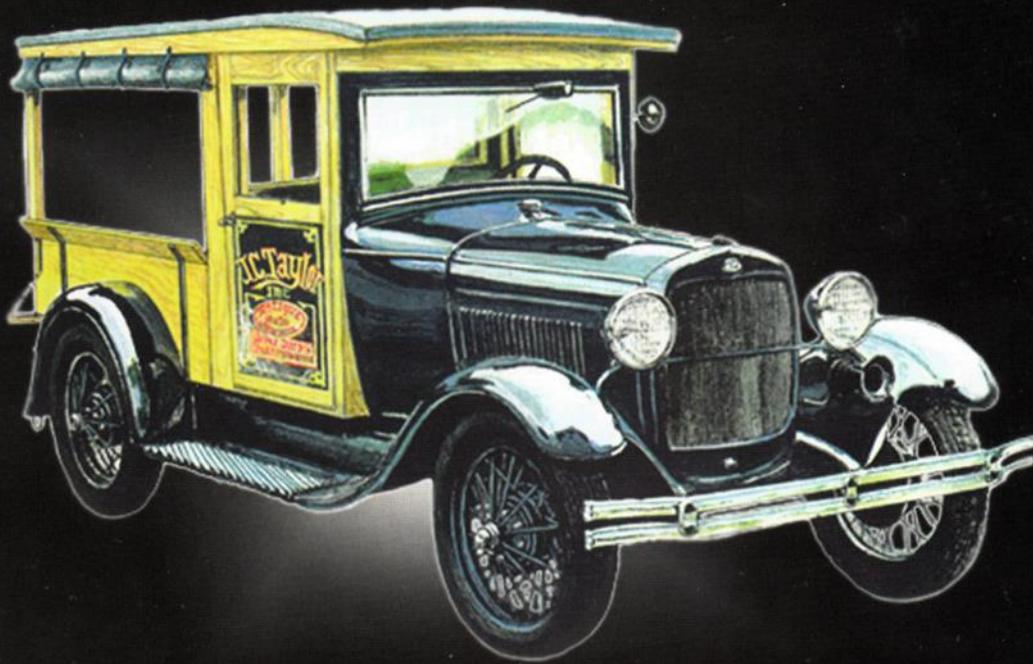
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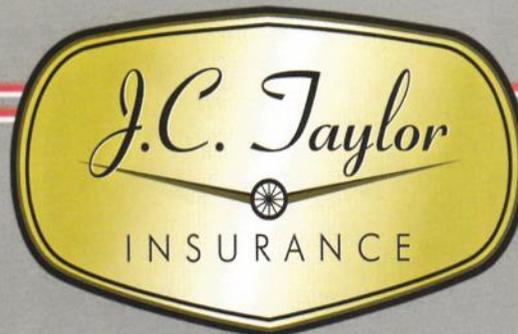
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