

70th Anniversary

The Mudflap



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

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September 2025

Meet Sonny Butler

Like many of us, my love for cars came from my dad and from growing up in the 60s and 70s. I was born in Norfolk and have lived in Virginia Beach most of my life. I remember the big dealerships before the auto malls and multiple makes under one roof. Kline Chevrolet, Norfolk Motor Company (Cadillac/Olds), Perry Buick and Meekins Pontiac, to name a few. A point in time when we waited for September to see the new models. Back then, you didn't need a badge or a logo to tell one from the other.

They say we often choose cars that we grew up with, as I did with my 63 Cadillac Sedan deVille and 64 Buick LeSabre Estate Wagon. I also have a 1990 Lincoln Mark VII. I hadn't intended on showing any of them; it just happened, starting with the Mark VII.

I bought the Cadillac and Mark VII at the GAA auction in Greensboro in February 2020. My intent was to buy the Cadillac, but I also wanted to check out the Lincoln. It only had 27,000 miles on it, and thought it might be a cool "retirement car" for road trips. I ended up buying both. I already had the Buick wagon, and planned on restoring it to enjoy as a frequent driver.



As I bought each car, I joined the associated club; the Buick Club of America, Cadillac Lasalle Club and Lincoln and Continental Owners Club. The Buick Club forums are all hosted by the AACA so I was introduced to AACA through the BCA.

In the fall of 2021, after a friend said I should show it, I registered the Lincoln for the Lincoln and Continental Owners Club (LCOC) Eastern National Meet at the Classic Auto Mall in Morgantown, PA. Based on the class description, I figured the Touring Division was where I should be. Unlike Driver Participation, it's judged and the cars are divided in to classes based on age. There's also a mechanical judging to check the basic mechanicals as well as the accessories.

Much to my surprise, the Lincoln won its' class and was awarded Best Touring Lincoln for the meet. I noticed a lot of the Lincolns had AACA badging on them. I had now been bitten by the car show bug.

As soon as I returned home, I joined AACA so I could start showing my Lincoln.

Next stop, Charlotte 2022, for my first AACA experience. I decided to reward myself with a new tuner with satellite radio and CD player to make the ride to Charlotte more enjoyable. It fit beautifully in the dash and sounded great with the original JBL speakers. I call it my 10 point mistake. I'm glad I kept the original and no damage was done removing/replacing.

Fortunately, a few experienced members were kind enough to give me some helpful tips to improve my car. Most important was the radio, then faded bumper rub strips, an engine covered in yellow pine pollen from the drive down and rusty gas tank brackets. The car received a 2nd Junior award.

I took their advice and started correcting the issues as soon as I got back home. The Mark VII won a 1st Junior at Beckley, Senior at Charlotte 2023, 1st Grand National at Charlotte 2024 and Senior Grand National at Dayton 2025.

I was really fortunate to find a low mileage, one owner car in excellent, original condition. The only changes made have been a NOS radiator, Motorcraft battery, plugs, and plug wires and new Michelin tires. I don't have a trailer and have a hard enough time parking my truck, so trailering is not an option. Since I drive it to shows, it requires a lot of detail cleaning before and after, especially to the engine, wheels and under carriage. I never realized how much pollen gets sucked in under the hood.

My Cadillac came to me with extensive documentation. Spending its' life in Martinsville, VA, it was bought and traded at the same Cadillac dealer by the first 2 owners, and privately for the third and fourth.

It's mostly original except for maintenance and repairs using NOS or OEM Cadillac parts. It had some paint work done in the 90s (elderly owners -small garages), but other than that the body and interior are original and in very good condition. I've had the correct bias ply tires from Coker put on, replaced the plugs and wires with reproductions and the original radiator is being re-cored.

It's a great road car and I drove it to Charlotte this year for DPC.

I bought the Buick Estate Wagon from a dealer in South Carolina in 2019. It's a Texas car, and I'd been following it online for a while, then it was gone. It was identical to one my Dad bought new in 1964 and fairly rare as well. Fortunately, it showed up in South Carolina a few weeks later. I called the dealer and went down the next day to see it and bought it.

It was a rust free, straight, and original numbers matching wagon that ran and drove fairly well, but not pretty. I had it shipped to Virginia Beach and I'm sure the neighbors were glad when I put it in the garage.



I spent the next 5 years doing a pieces/parts restoration, with Covid getting in the way at times. I wanted to keep originality where I could and make sure it was as close possible to how it was delivered new. I ended up having the engine and transmission rebuilt, original radiator re-cored and all the systems rebuilt or replaced for reliability while keeping it stock. The only modifications



clip, doors, luggage rack and tailgate then took it down to bare metal. He'd remove the trim and I'd take it home to polish and bring it back. I was really excited there was no body damage and the only rust was a spot under the luggage rack. It's painted the original white and it looks great.

I'm happy to say the Buick has exceeded all my expectations and is the best riding and driving car I've ever owned. The first big trip was to Hershey last year for DPC.

Having old cars is a labor of love. Fix one problem and something else pops up. Sometimes I have to remind myself that it's supposed to be fun. I heard somewhere that "If it stops leaking and squeaking, sell it". I don't foresee that happening, so I'm just going to enjoy the ride.



Sonny Butler and John Amick



That little red Alfa is everywhere! Skip Patnode is one of our Tidewater Region "regulars" who turns up at just about every event we have. Whether it's a tour, show, or even just a casual cruise somewhere, the red Alfa can be seen supporting TRAACA. No doubt about it, Skip is a true enthusiast, and it's that great little red car that gets him where the fun is. He never tires of telling us what a great car it is so we've given him the opportunity to share his enthusiasm for the breed with everyone. Enjoy, and next time you see him and that great little red Alfa, let him know what a cool car it is.

My Alfa Romeo Saga

By Skip Patnode

I have been associated with the Alfa Romeo Automobile for about 50 years. It all started when a friend bought a 1957 Giulietta Spider, started to



restore it, and received orders to California and couldn't take it with him. So, I took pity on him, gave him a hundred bucks for it, dragged it home and put it in my back yard. Then came the fun part: Brake shoes with no lining left and no parts available that I was aware of at the time, a convertible top in shreds, one tire with removable treads, two Alfa wheels and 2 VW wheels, etc. I planned on fixing it and then selling it but my wife had other ideas, "You keep that car, it's cute and we need two cars!" By that time I had become enamored with the mechanical genius that went into building this car (Chain drive dual overhead cams, hemi combustion chambers, dual Weber Carburetors and factory headers), so it didn't take much persuasion for me to keep it. After I had the brakes relined by a truck brake repair shop and then filed them down to fit, installed a new convertible top and attached a trailer hitch to the back bumper so I could tow my jon boat fishing, it became my daily driver for 100,000 miles until it became so rusty it wasn't safe to be on the road any longer.

Then came what I called the box, a 1967 Giulietta TI four door sedan that looks like a Renault R10. Same fine engineering but with a little larger en-



gine, four doors and a roof that didn't leak! It looked like a box but was actually more aerodynamic than the "Bathtub Porche" of the day. I also drove that for many years until a drunk driver ran a red light and tried to kill my daughter. The little car crumpled just like it was supposed to and my daughter was bruised and battered but thankfully, she survived! I bought it back from the insurance company, found a 1955 body with weeds growing up thru it, made two into one and had another daily driver for another 100,000 miles. The weeds and chaff never did quit blowing out of the vents! I finally sold it as a rolling chassis. The engine and running gear are now in my Duetto.

Then came the Duetto. This is the same model car that Dustin Hoffman drove in the movie "The Graduate" while chasing Mrs. Robinson and her



daughter. Alfa only made this 'round tail' body for 4 years and imported it into the States for 2 of those years. The movie was such a great hit that Alfa named one of their models in later years, 'The Graduate'. By this time my children were now grown and gone and I found this Duetto at a Race Prep/Alfa Romeo shop in Raleigh, N.C. It was a sad looking creature! The top was tattered, a front spring was broken and the paint was cracked and looked like elephant skin, but it

ran great and the price was right.

Along with the car came a mountain of paperwork. Thanks to computers and spread sheets I was able to organize all this stuff in chronological order. That's when I discovered that the engine and running gear had been rebuilt at 100,000 miles and the car only had 114,000 miles 14 years later. I basically had a new car with an ugly body!

When I had a body shop repaint it, they discovered that somewhere down the line the entire body had received a skim coat of fiber glass resin which might have been a good idea at the time but as time went on it cracked at took the paint with it resulting in the 'Elephant Skin'. The only cure was to take it down to bare metal and start over.

This little car now has just over 300,000 miles on the clock, the rebuilt engine is out of the old TI, and it is my daily driver, parade car and car show participant. I bought it to drive and drive it I do! I have straightened roads in just about every state East of The Mississippi. It will cruise all day long at highway speed but it is a lot more fun on the back roads and interstate ramps!

My last foray into the Alfa world was in 2017 when I purchased the only new car I have ever



owned, a 2017 Giulia sedan. They tell me it's a sports car but I don't believe that. But it does have a lot of nice creature comforts which, as my age is creeping up, sure is nice!!

DON'T FOREGET TO RENEW YOUR AACA and TRAACA MEMBERSHIP!

At AACA we can't get enough of cars, and we're always on the hunt to welcome new car lovers into the family. The more the merrier! Join our club today or renew your membership, and treat yourself to the joy of cars in so many ways:

1. **ACCESS** an extensive Automotive Library: From auto manuals to articles, we have over 3 million entries in our collection that is open free to the public.
2. **JOIN** a National Tour: Take your car out on the open road with other car lovers. We plan the itinerary and make all the reservations. You enjoy the drive.
3. **RECEIVE** our award-winning Antique Automobiles Magazine 6x a year: Every 100-page issue is packed with gorgeous car photos and intriguing stories.
4. **PARTICIPATE** in our On-Line Discussion Forums: Buy, sell, cars and parts, find services, and chat with fellow car enthusiasts from the comfort of your home through hundreds of online discussion threads.
5. **CONNECT** with your Local Region or Chapter: With 350 regions and chapters, you're sure to find a local car group that's just around the corner from you.
6. **ATTEND** a Convention, Show or Event: You'll be in car heaven as you browse a diverse display of gorgeous cars and talk shop with the owners.
7. **SUBSCRIBE** to our E-Newsletter - The Speedster: Keep up-to-date on the latest AACA club news, events, and people through our monthly e-blast newsletter.
8. **ACCESS** the AACA Calendar: Never miss out on the fun! Our calendar keeps you busy with complete listings of all events, conventions, tours, and more.
9. **LEARN** more about AACA Judging & Guidelines: Learn how to get your car ready to show and learn more about the AACA Awards that are available to you. Even classes for driver and preserved original cars are displayed at AACA National events.

TRAACA BOARD OF DIRECTORS MEETING MINUTES AUGUST 14, 2025

6:00: **Call to order**

President's Remarks: President Treadwell thanked everyone for attending.

Vice President's Remarks: None at this time.

Secretary's Report: Minutes of prior meeting were previously distributed via email. **Motion made and carried to accept meeting minutes of July 22, 2025 as written.**

Treasurer's Report: On ongoing issue with the Quicken data base has prohibited presentation of an accurate report for June/July 2025. Approval for the report will be suspended until next month's board meeting, allowing time for the issue to be resolved.

Committee Reports: Bob Stein is organizing the TRAACA annual car show, scheduled for September 13 at Eggleston's lot on E. Virginia Beach Blvd. Attendees may pre-register or on day of.

Old Business: Nominating committee for new officers will consist of 3 Past Presidents, plus 2

standing members. The names will be announced by the President prior to the September 2025 dinner meeting.

By laws committee has reviewed the current by laws. The committee's recommendations are forthcoming.

New Business: A recommendation has been made by Bob Stein to place club logo on apparel. The board recommends we see an example of the apparel. All board members are in favor of this proposal. However, further review/discussion is warranted. Treasurer duties will be temporarily maintained by the President due to issues with the Quicken issue along with the Treasurer having to relocate to a new home. **Motion made and accepted to postpone acquisition of a replacement computer to enable more research until the September 2025 board meeting.** Next board meeting will be September 11, 2025 followed by the monthly dinner meeting September 18, 2025. **Motion made and accepted to move October board meeting to October 16, 2025.**

Motion made and accepted to adjourn.

6:54 PM: **Meeting adjourned.**

Respectfully submitted - Nick Smith, Secretary



2025 TRAACA Officers & Board

President - Bill Treadwell
tbears3@verizon.net

Vice President - Harry Park
harrygpark@yahoo.com

Secretary - Nick Smith

Treasurer - Chris Ciccone

Board - Bill Coburn
Board - Mike Haag
Board - Hilary Pavlidis
Board - Rick Seaman
President Emeritus—Tim Hund

THE MUDFLAP is the newsletter for the Tidewater Region of the Antique Automobile Club of America.

Editors: Terry and Susan Bond
Reporters: Aubrey Austin, Rick Seaman,
Bob & Dot Parrish
Reporter and Photographer: Bob Stein

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TRAACA MEMBER'S PAGE



September Anniversaries

Jon & Mary Ann Brown
Tom & Dawn Bottoni
Raymond & Angela Brown
Joe & Genny Formato
Mickey & Toni McChesney
Herbert & Deborah Mumford
Robert Perkins
Andrew & Brittany Sitar
Jason & Lisa Sturniolo

Dinner Meeting Corner

Chief Contact: Skip Patnode

Members will be contacted via e-mail to obtain their RSVPs for the club's monthly dinner meeting. (Members without e-mail will be contacted by phone.) If you will be attending, please respond to Skip Patnode's e-mail by the re-requested date and let him know how many people will be coming. (There is no need to respond if you are not coming.) Skip will reply to you once he adds you to his attendance list. **It is critical that you respond** so we can let the hotel know how many people will be attending & they can prepare enough food. If you are not receiving Skip's e-mails or want to be taken off the list, please contact him at skippatnode@cox.net or (757) 672-8495. Thank you for your cooperation!

October Anniversaries

David & Valerie Dillahunt
Daniel & Diana Etheridge
Paul & Cori Fuqua
George & Jana Galyo
Mark & Diane Gresalfi
Ron & Sally Hartman
Wayne & Carol Milligan
Tom & Missy Norris
Tim & Rhonda Russell
Bill & Linda Treadwell



October Birthdays

Barry Basnight
Harry Boone
Casey Bostjancic
Phillis Carnforth
Scott Cartine
Keith Colonna
Jody Dudley
Barbara Edwards
Holly Forester
Mason Gamage
Mark Gresalfi
Gary Grindrop
Nacy Hassell-Sitar
Tonya Heath
Dewey Milligan
Charles O'Dea
Ron Pack
Tammy Park
Skip Patnode
Lori Powell
Henry Robson
Tim Russell
Brittany Sitar
Carla Anne Sobota
Lisa Sturniolo
Debra Swartz
Rad Tillett
Bill Treadwell
Giselle Weinstein
Charles Woolford

September Birthdays

Ellen Adams
Boe Bostjancic
Dawn Bottoni
Kelly Dayton
Scott Dayton
Donna Elliott
Marie Gancel
Joe Gentile
Larry Goughan
Denise Haag
Molly Hunger
Patrizia Lo Betti
Herbert Mumford
Wes Neal
Andrew Sitar
Nick Smith
Barbara Tally
Robert Ward
Bill Wilcox
Robert Woolfitt



SEPTEMBER

- 18 TRAACA Monthly Membership Meeting BINGO NIGHT!**
(6 PM, Holiday Inn Convention Center
5655 Greenwich Road, Virginia Beach
VA)

OCTOBER

- 18 TRAACA Square Car Tour.**

NOVEMBER

- 1 Annual TRAACA Picnic**
(Khedive Park in Chesapeake)
- 20 TRAACA Monthly Membership Meeting Silent Auction!**
(6 PM, Holiday Inn Convention Center
5655 Greenwich Road, Virginia Beach
VA)

DECEMBER

- 7 TRAACA Holiday Party**
(Princess Anne Country Club)

Watch the *Mudspeck* electronic newsletter for full details.

**For a complete list of local events,
visit www.ccchr.org, the Car Club
Council of Hampton Roads**

National AACA 2025 Event Calendar

OCTOBER

- 7-10 Eastern Fall Meet, Hershey PA
18-22 Central Divisional Tour, San Antonio to
Gonzales TX
22-25 Central Fall National, Galveston TX

Bingo Night for TRAACA September 18th!

Join the fun at this month's meeting on September 18th as we hold a Car Bingo night! Great prizes, fun, and excitement as we get audience participation instead of another lecture. Let Skip Patnode know you want to come by Sunday, September 14th at skippatnode@cox.net.

**GREAT FUN!
GREAT PRIZES!
FREE!**

From the Editor's Keyboard

By Terry & Susan Bond

Between going to car shows and packing for Hershey, we're squeezing out the September issue for your enjoyment.

Watch the next issue for a full report on our 50th Annual Show, held at the Eggleston center. Thanks to Bob Stein for organizing a nice, relaxing event with some really great cars. Many of them were fresh from the AACA Grand National meet in Dayton, Ohio. They were proudly wearing their prestigious Grand National Winner's tabs! It was great to see so many members there on an absolutely perfect day for a car show. There was an enthusiastic response from the crowd when asked if we wanted to return again next year! So, quoting a line from a well-known movie - "We'll be back!"

Hershey is just around the corner! Watch for full coverage in the November issue,

Also in November, there will be a special issue - a Veteran's Day Tribute to the Military. Thanks to Holly Forester for gathering info from many of our Veterans so we could recognize and thank them for their service. The response to her request for input was fantastic.

Thanks to all who contribute words or photos for "The Mudflap." It makes our work much easier when everyone participates.

See you at Hershey! Terry & Susan

"Open Garage" at Sam Kern's, Gwynns Island

September 6, 2025

By Bob Stein, with additions by
Terry Bond

Yes, Sam really does live on an Island! There is indeed just one stop light there and it's on the bridge going over to the Island.

On a hot Saturday, a group of club members gathered at the Hampton Coliseum for a group departure to Sam Kern's garage. David and Faye Curl drove their 1931 Ford Model A Sport Coupe, Bob Stein has his 1948 MG TC, Bruce Sedel drove his all-original 1954 Packard Clipper, Terry and Sue Bond had their 1974 MGB-GT, and Ken and Barbara Talley were in their 1992 Buick Roadmaster, with Mark Bischoff, Riley Best and P.J. Williams, Chip Woolford, Bill and Linda Treadwell, John and Lynn Heimerl, Tom and Missy Norris, and various guests in modern iron.

The group rolled up I-64, then 17, 3 and 223 to get to Hudgins VA and then on to Sam's wonderful garage and home there.





Sam and Judy Harding were ideal hosts and had coffee and donuts waiting for everyone. The unique home was built as a single large warehouse-like structure, the front is a really beautiful modern apartment which opens into a huge workshop and storage area. Sam gave a brief talk on his various signs and cars and then everyone wandered enjoying the chance to check progress on his MGTD, currently undergoing a full restoration. Sam's beautiful 1925 Franklin was parked outside for everyone to enjoy, as well as his military Jeep, acquired from Rad and Marjorie Tillett several years ago.

Sam is a real history buff and his family includes connections to old cars going back many years. More will be coming about that though in a future Mudflap article you won't want to miss!





Sam and Judy live virtually next door to the Gwynn's Island Museum, just a few blocks away. It was an easy stroll there to look at some local history on exhibit.

Everyone enjoyed the chance to tour the workshop, Sam's own "museum" and also feast on the wonderful sandwiches and other snacks that Judy had prepared for everyone.

In addition to the TRAACA contingent, there were several neighbors who came in their antique cars.

It was a relaxing day enjoying the pace and quiet at Gwynn's Island. Many thanks to Sam and Judy for hosting a great event!



South Norfolk Ruritans Cars & Craft Show

Harry Park

On a beautiful, hot Saturday, August 16, at Kroger's parking lot on Battlefield Blvd, various club members met and socialized with Dunkin Donuts while preparing for our short drive down Woodlake Drive to the Khedive Shrine for the car show. Although this year the show had a new sponsor, the enthusiasm was in the air along with the smell of all types of exhaust fumes. Various other Tidewater Members were also seen on the show field and in the craft area. Thank you to all for attending, and the GREAT showing of our Antique Automobiles for a good cause. Driving in as a club were the following:



Harry Park, 1953 Ford



Bob Stein, 1941 Packard



Scott Davies, 1953 Corvette



*Joe & Charline
Geib's 1986 El
Camino*



*Tom Spina,
1991 Nissan
Figaro*



Rick Seaman, 1964 Plymouth



Gavin Devore, 1966 Corvair



*Skip Patnode, 1967 Alfa
Romeo*



Andy Heath, 1968 Chevelle



*Mike & Darlene Brown, 1998 Ford
Mustang*



*Mickey McChesney,
1982 Buick Riviera*

*Fred Cole
1988 Toyota
Supra*



Other members' cars spotted on the show field



*Members
enjoying
some shade!*



*Tom
Bottomi*



Bob Kinker



*Ken
Talley*



*Chip
Woolford*



Bostjancic family



*Boyd
Swartz*



*Larry
Goughan*



AACA Grand Nationals Dayton Ohio July 24-26, 2025

Terry Bond and Bob Stein

Photos by Bob Stein and Terry Bond

Dayton Ohio is home to a lot of history. The Wright Brothers famed bicycle shop was located there (and still exists). But, among the best known and most popular repositories of history is the Museum of the United States Air Force at Wright Patterson Air Force Base. It was the site of the 2025 AACA Grand Nationals.

Of course, the AACA Annual Grand Nationals also include a special additional event - the AACA Zenith Award judging.

If you are not familiar with the Zenith Award, it is AACA's "pinnacle of achievement award." At every National during the year, a special team of judges selects one or more potential candidates that exemplify the pinnacle of restoration achievement. From that group of fantastic vehicles, the very best are chosen as finalists and are invited to attend and display at the next year's Annual Grand National. From that amazing group of vehicles, the judging team selects one vehicle as best representing the absolute best restoration shown in AACA.

The Award itself was the brain-child of one of our own TRAACA members and past National President Tom Cox. Zenith Judging team members, in addition to Tom, include TRAACA Members Terry Bond, Bob Parrish and Jim Elliott.

The Zenith cars were displayed at the Packard Museum in downtown Dayton. The Museum itself is a former Packard dealership so the setting was ideal. Eighteen vehicles were displayed, ranging in age from 1911 to 1970. The difficult task of selecting just one vehicle from such a diverse and amazing group was completed by the



team of ten judges with combined credits totaling near 2000. At the end of the day, a 1970 Pontiac GTO Judge was selected.



*Jim Elliott,
Terry Bond*



Tom Cox



The beautiful 1970 GTO Judge was awarded a massive crystal trophy and will be featured in Antique Automobile Magazine.



The car has a great history and a wonderful personal story to go with it. In fact, the original owner was there to help carry the trophy. His daughter, current owner Debra Powell, brought tears to our eyes as she detailed the history of the car and her family ownership.



*Bil Treadwell,
Bill Coburn at
the Packard
Museum*

The Grand National event itself brought over 300 fantastic vehicles out into the hot Ohio sunshine. They were parked adjacent to the massive Air Force Museum, some shaded by the wings of giant airplanes displayed there. There was an absolutely impressive display of the most amazing machinery in AACA as owners waited for judging teams to evaluate their efforts.



*Dalton Williford,
Harry Park*



Mike Brown's Ford LTD



*Bob Stein's
EV Warrior*

TRAACA members helping to judge included Bill Treadwell, Bill Coburn, Mike Brown, who received his 25th Judging Credit, Terry and Susan Bond, Bob and Dot Parrish, Bob Stein, who was presented with his 100th Credit award, and Jim and Donna Elliott. Also on the field were Harry Park and Mark Bischoff.



Bob Stein



Mike Brown



*Dalton
Williford*

In the evening, a fabulous banquet was held inside the museum itself, again surrounded by beautifully displayed antique aircraft. When the awards were handed out, we were pleased to see TRAACA well represented.

Michael and Darlene Brown received a Repeat Preservation Award for their 1972 Ford LTD. Jim and Donna Elliott received a Repeat Preservation Award for their 1931 Chevrolet Independence Roadster. Bob Stein received a First Grand National Award for his 1995 EV Warrior moped. Dalton and Carroll Williford also received a First Grand National Award for their 1967 Pontiac GTO convertible, and Sonny Butler received a Senior Grand National Award for his 1990 Lincoln Continental Mark VII.

*Mike
Brown*



The Museum of the United States Air Force at Wight Patterson Air Force Base is gigantic and ultra-impressive. Susan and I allowed two days to see it and that wasn't enough!

Exhibits are arranged by era, with historic aviation being well-represented with many Wright Brothers artifacts. Hangers devoted to displays of WWI, WWII, the Vietnam era, the Cold War period and even modern space travel were filled with exhibits. They told not only about the aircraft, but personal stories of the people who designed and built them and crews that flew them. It should be a MUST on your bucket list!



Donna Elliott, Dot Parrish and Susan Bond visited the Carillon History Park near the Miami River in Dayton on Friday while the men were busy judging Zenith cars. The open air park displayed a

lot of local history, including a transportation collection and the building designed by Orville Wright to house the 1905 Wright Flyer.



Donna & Jim Elliott dining among the airplanes



WHO IS GOING TO HERSHEY?

Welcome (in advance) to "The Greatest Show on Earth"

Terry Bond

The World's largest antique automotive swap meet and car show combination is about to happen! We're just days away now from packing and heading to PA for a week of immersion in the wonderful world of antique cars. Whether you are buying or selling an antique car, hunting for much needed parts or other treasures in the swap meet, or just going to see the cars in Friday's show, Hershey should be on your calendar (or bucket list).

For TRAACA members going, if you have an opportunity, please stop by my spaces in the swap meet. You can pause and catch your breath, leave heavy items there for a while, or share your great discoveries with us. My space numbers are GCC 5 and 6. We're at the end of a row just in front of the Giant Center towards the right end of the building as you're looking at it. Comfortable restrooms and plenty of food are available in that location both inside the Giant Center and from the food vendors outside. My

spaces are almost across from the Crab Cake vendor!

If you need a map of the swap meet area, be sure to buy a program from one of the many Hershey Region tents on the field.

If you need more information, want to look at detailed maps showing the entire layout, or have any other questions, turn on your computer and use the following links to the AACA Hershey Region website. Look under the "Eastern Division Fall Meet" tab for everything you need to know.

<https://hershey.aaca.com/>

<https://hershey.aaca.com/eastern-division-fall-meet/>

You'll find a full list of topics with answers to all your questions including information on the car show (Friday), the swap meet maps, locations of restrooms, food vendors, parking areas, AACA and Hershey membership and souvenir stands.

If you can't find it at Hershey, you don't need it anyway!

See you there - oh, and don't forget to bring your camera to capture some great memories!



The MG Car Club was founded in 1930 by John Thornley, General Manager and subsequently Managing Director of MG - the world's most well-known and well-respected sports-car manufacturer.

Kimber House is situated on the edge of what was once the MG Car Company's headquarters and factory. This is where Cecil Kimber, the recognized "father of MG" and John Thornley successfully ran the MG Company. The MG was produced until 1980. The brand name still exists today, appearing on newly manufactured cars built in China.

The MG is one of the most popular cars in Tidewater Region

Kimber House Daytrippers

By Mark Davidoski

Earlier this year, a few Tidewater MG Club members had a chance to visit one of MG enthusiasts best known shrines in England - Kimber House in Abingdon-on-Thames. Fellow AACA member Mike Haag and his wife Denise, together with my wife (Kathy) and another MG Club member made the pilgrimage to the UK for the MG adventure, as well as some general sight-seeing.

The original MG Car Club is headquartered there in the spiritual home of Cecil Kimber, the fellow who was instrumental in creating the MG mystique that has affected so many of us. The building was originally a private residence that was purchased and renovated in the late 1980's.

We began our adventure by taking the London tube to Paddington Station, for transfer to a

modern electric train to Oxford. The weather was perfect, with cool temperatures and clear skies. The beautiful green countryside swept past as we enjoyed a 124 mph groundspeed ride in quiet, air-conditioned comfort.

Once in Oxford it was on to a local bus that took us through town and on to Abingdon. We recognized many scenes that were familiar to British detective television program fans.

In Abingdon we strolled over to Cemetery Road, where we found the entry to the former MG plant. The only original factory building that remains has been repurposed as a posh apartment residence. But, the Kimber House remains with an untouched exterior.



After managing to get a caretaker's attention for entry, we were able to enjoy a few hours of MG memorabilia and history. Every room was filled with amazing displays of every phase of the MG legend. We even saw the MG100 banner that still graces the front yard. Our host, Ali, was delighted to show a gaggle of Yanks around. He was especially appreciative of our overseas dedication to MG - he even opened the archives vault for our inspection.



The archives include paper production records for decades of cars. Unfortunately, there are a few gaps in coverage, due to the haste with which BMC disappeared in 1981. Many entries were quickly consigned to the skip (dumpster) at that time. It was only because of quick thinking by some newly redundant (laid off) employees, that the museum is able to exist in its present form. After some departing photos out front we wandered back to the main road where we sat down for a shaded lunch at the White Horse pub which dates to 1845.

The beer selection was, as is usual in England, amazing. Combined with fresh pub fare, it made for a memorable stop.

After return to Oxford via bus, we dodged a thundershower a few blocks from the train station. That was the only bad weather that we experienced during our entire trip to England. The adage "if you don't like the weather, wait 15 minutes and it'll change" did not hold true for this trip.

Back to Paddington we again flew along the tracks at 124 mph - Cyberster territory on the speedo! Exiting the tube back at Gloucester Road station we ambled "home" to our AirBnB on Atherstone Mews SW- a perfect day.

If you're ever visiting London be sure to plan an excursion to Kimber House. It's a "must see" for MG geeks like us.

STILL COLLECTING

Advertising Paperweights

By Terry Bond

Always a desk-top necessity was the common paperweight. Someone discovered in the 1800s, maybe earlier, they also served as great advertising items. On any salesman's desk, there wasn't a better reminder of their product. For customers, they were nice souvenirs of a recent purchase. Their advertising value continued to last long after their original acquisition. Today, they are very popular with collectors of advertising items, paperweights in general, and for those of us with a passion for automobile history, there are many to choose from.

Those made of glass are among the most popular. They all began as a molded glass block, usually about 4 1/2" X 2 1/2" and a bit less than 1/2" thick. Advertising was placed into a recessed area on the bottom. It was then covered with protective paint and a felt backing. The felt backing is often worn, torn, or missing. The advertising images themselves were printed directly onto the glass as a transfer print or decal. In some cases a printed card was inserted into the recess provided before being covered with a protective coating and the usual felt base. Many are colored in some way from very simple two color to some that were full-color elaborately illustrated.

Glass blanks are still available and are still being produced today. Unfortunately that has led to make fake items being produced. Currently, a lot of glass paperweights advertising different brands of gasoline or motor oil can easily be found. They are often difficult to detect, but if it helps, most major gas and oil companies did not use glass paperweights to advertise.

Let's take a look at a few examples of some genuine antiques:



This Hagstrom Spark Plug paper weight was produced in the 1912-1920 time-frame. The advertising is applied directly to the glass underneath. Note the addition of coloring.

One of the earliest paper weights I've seen is this great early 1900s Holsman automobile item. The Holsman was manufactured from 1901 - 1911. Approximately 2500 were built and a surprising number of them survive today.



This circa 1911 paperweight is larger than those usually found. It advertises a Maine dealer in Locomobile, Huppmobile and Kissel Kar. Note the scalloped edges of the glass.



From about 1906-8, this great paperweight advertises a garage providing multiple services in Des Moines, Iowa



From 1921, this Oklahoma Dodge dealership paperweight probably sat on a salesman's desk.

In addition to cars themselves, garages advertised their services — painting, repairs, storage, etc. — all done in one facility, the town garage. In addition, automobile products were promoted in paperweight advertising. Items like these were often found on the countertop in automobile parts stores.



Exide Battery glass advertising paper weight, circa 1915

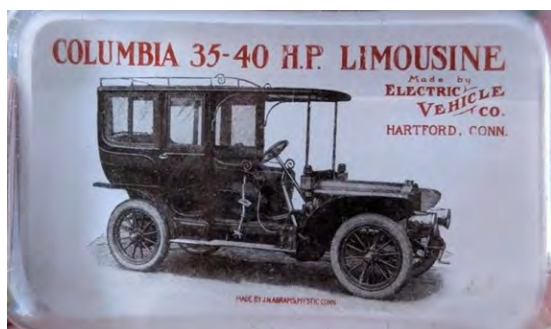
Glass tire company advertising paper weight, circa 1920.



Many other businesses advertised using glass paperweights, some using an automotive theme. I've seen them advertising funeral homes, ambulance services, taxi and limousine services and even photograph studios.



Advertising paperweight for a photography studio, 1920s



Great Columbia limousine paperweight, 1908



Ambulance service paperweight, late teens

Here are a couple of recently seen fantasy items, newly produced. These are done in colored glass in a hockey-puck shape. They are purely modern junk items and are virtually worthless.

Haynes automobile fantasy item produced recently



Newly produced Ford paperweight. These are "bubble" shaped and come in a variety of colors.

I've seen them advertising Chevrolet, Buick and other brands of automobiles. No doubt the trademarks for these have not been licensed. The one shown above was recently seen for sale on the internet priced at over \$100 and "guaranteed to be genuine!" (it's indeed a "genuine" fake).

I hope you continue to enjoy collecting automobilia and learning more about what's out there. In future columns we'll look at the current state of the collecting market and see some fantastic items that have recently come to the market after many years in private collections.

Happy collecting as always.

Terry



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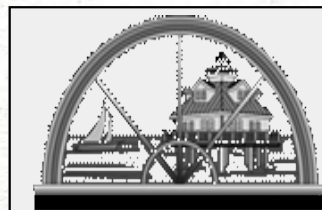
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