

The Mudflap

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

Volume 58, Issue 10

October 2014

Ch-Ch-Ch-Chili!

TRAACA Annual Chili Cook-Off Saturday, 25 October 2014



Pull out your crock pots, tweak your secret chili recipe, and get ready for the TRAACA's annual Chili Cook-Off at Maxine & Dewey Milligans' home in Chesapeake, VA, on Saturday, October 25th. Everyone is welcome to arrive at 12:00 noon to socialize, and we will begin eating at 1:00 PM.

If you did not sign up at the Friday

Night Social on 26 September to attend the cook-off, please call Dot Parrish at 547-5034 to let her know that you'll be coming and what food you will be bringing to share. You can bring chili (we need chili!), a side dish or dessert.

So start the fall off right by joining your fellow TRAACA members at the Milligans' on Saturday, October 25th. Enjoy some delicious chili, share the camaraderie, swap old car stories, and have a great day with good friends. We always have fun at the Milligans' and this year promises to be the best yet.

When: Noon, Sat, October 25th

Where: Maxine & Dewey Milligan
2000 Shillelagh Road
Chesapeake, VA, 23323
(757) 436-7496

Sign-Up: Call Dot Parrish by Wed,
Oct 22, at (757) 547-5034



TRAACA CALENDAR

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

OCTOBER 2014

1 TRAACA Board Meeting -
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport

25 Annual Chili Cook-off at
Dewey & Maxine Milligan's
home in Chesapeake, VA

NOTE: No dinner meeting in Oct

NOVEMBER 2014

4 TRAACA Board Meeting -
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport

14- 16 Fall Tour
New Bern, NC

20 TRAACA Dinner Meeting &
Annual Silent Auction
Holiday Inn—Norfolk Airport

DECEMBER 2014

3 TRAACA Board Meeting
6:30 PM (Wednesday)
Holiday Inn—Norfolk Airport

7 TRAACA Holiday Party
Norfolk Yacht Club
Norfolk, VA

JANUARY 2015

6 TRAACA Board Meeting
6:30 PM (Tuesday)
Holiday Inn—Norfolk Airport

24 TRAACA Dinner Meeting &
Board Induction Ceremony
Holiday Inn—Norfolk Airport



CAUGHT IN THE HEADLIGHTS—Jere Avenson and his 1987 Porsche 944S.
Read the story on Page 12.

From the Driver's Seat

Wes Neal
TRAACA President
wes.neal@cox.net
(757) 321-6325



“Autumn is a second spring when every leaf is a flower.” – Albert Camus

Although our big event of the year may be over, our fun in the TRAACA continues with our **“Second Season!”** This fall brings excitement on October 25th as we get to get our cars out with our annual Chili Cook-Off at the Milligans’, then in November have our Fall Tour and our annual Silent Auction Dinner, and then in December our Christmas Party. There’s a lot to do in “TRAACA’s Second Season,” and I look forward to seeing all of you and your cars at each of these activities and dinners.

Many of you may be planning to go to this year’s AACA Eastern Fall Meet in Hershey in early October. As I write this, I’m planning and fixing up my ’66 Mustang convertible as my first car entered in this AACA event. My goal is a First Junior award, so that maybe next May in Virginia Beach at our AACA Eastern Spring Meet, I hope for the Mustang to get a Senior award—wish me luck!

Speaking of great shows, I want to thank everyone for their support, efforts, and commitment at this year’s TRAACA **“Wings and Wheels” Fall Meet and Friday Night Social.** The Military Aviation Museum makes a wonderful venue, and we are lucky to have it near us for the best annual car show in Virginia. Just driving out there is a nice ride in the antique vehicle, with the reward of seeing all of those airplanes.

Start your engines for our **“Second Season,”** and I look forward to seeing you at our events.

Drive Safe.

Wes Neal

THANK YOU NOTE FROM GINNY LAIL

Thank you to all the Tidewater AACA members who sent cards and comments after Ed's recent death. I've felt the warmth and friendship of the many, many affairs we were a part of during our 22 years with the club while reading them. The club is really a Class A act and lucky enough to be in an area that still has some country lanes to travel. With love and friendship,

Ginny Lail

TRAACA OCTOBER DINNER MEETING

Saturday, 25 October 2014

There is no dinner meeting this month. Instead we are holding our annual Chili Cook-Off at Dewey & Maxine Milligans’ house in Chesapeake, Virginia, on Saturday, 25 October. Please call Dot Parrish at (757) 547-5034 no later than Wednesday, October 22, to RSVP and let her know what food you’ll be bringing to share.

2014 TRAACA Officers & Board

President - Wes Neal: wes.neal@cox.net
Vice President - Jim Villers: 190sljim@cox.net
Secretary - Melanie Kordis
Treasurer - Chris (Kit) Lawrence
Board - Tyler Gimbert
Board - Marion McAlpine
Board - Skip Patnode
Board - Tim Russell
President Emeritus - Bob Stein

Visit us on the Internet at:
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	Jane Cutright	479-4302

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

Editor: Mark McAlpine
 3117 Summerhouse Dr, Suffolk, VA 23435
 (757) 967-0074 / E-mail: mmmcalpine05@msn.com

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From the Running Board

September 2, 2014 TRAACA Board Meeting Minutes

The board meeting was called to order at 6:30 PM at the Holiday Inn–Norfolk Airport on Military Hwy. Directors present were Wes Neal (President), Jim Villers (Vice President), Melanie Kordis (Secretary), and Kit Lawrence (Treasurer). Board members present were Tyler Gimbert, Marion McAlpine, and Tim Russell. Also present were club members Frank Lagana, Mark McAlpine, Bob & Dot Parrish, and Bill Wilcox.

Secretary’s August Report: Printed in the September *Mudflap*.

Treasurer’s Report: The club is still paying out of club funds for no-shows at monthly dinner meetings. Advertising receivables are current. Accruing expenses for the club’s “Wings & Wheels” Fall Meet.

Restaurant report was submitted electronically.

COMMITTEE REPORTS

Marketing/PR:

Review of efforts for the “Wings & Wheels” Fall Meet. Bob Pellerin and Jim Villers will take photos at the meet.

Youth Chapter:

The board voted to offer a table to Tidewater Community College (TCC) Regional Automotive Center for program display and encourage participation of students.

Communications:

- Mark McAlpine reported that the J.C. Taylor ad in *The Mudflap* has been updated and there is no more advertising space available at this time.
- Request made for member’s stories to be sent to Mark for inclusion in *The Mudflap*.
- Deadline for inclusion in *The Mudflap* is the 25th of the preceding month.

Activities:

- September 13: Bay Lakes Retirement Community car show.*
- September 27: “Wings & Wheels” Annual Meet at the Military Aviation Museum.*
- October 25: Chili Cook-Off at the Milligans’ home.*
- November 14-16 (new dates): Fall Tour to New Bern, NC.* Contact Activities Committee.

* Denotes TRAACA-sponsored activities

Restaurants/dinner meetings:

Report submitted electronically by Marion McAlpine.

- September 26: Friday Night Social at Oaklette United Methodist Church, Chesapeake.
- October 25: Dinner/activity will be a Chili Cook-Off at the Milligans’.

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- November 20: Dinner meeting and silent auction at Holiday Inn—Norfolk Airport
- December 7: Holiday party at the Norfolk Yacht Club, 2:00-6:00pm.

Society:

- Report by Jim Villers. No new members this month. Encourage members to renew their annual membership early.
- No Sunshine Report.

OLD BUSINESS

- John Heimerl was able to get a great price on renting the 2-way radios needed for the “Wings & Wheels” Meet. He will also train people on how to use them.

NEW BUSINESS

- Bob Parish received four free 2015 memberships for the AACA. He will use them judiciously.

MEET ACTIVITY

- “Wings & Wheels” Annual Meet: Request made by the Activities Committee for assistance in setting up at Oaklette Church for the Friday Night Social. Club to provide drinks and dessert. Italian dinner will be catered and calling tree captains will call members for RSVPs. Committee receiving registrations for show in the mail.
- Spring 2015 AACA Eastern Spring Meet: No report submitted.

The next board meeting will be Wednesday, October 1, at 6:30 PM at the Holiday Inn—Norfolk Airport.

There being no further business, the meeting was adjourned at 7:33 PM.

Respectfully submitted by
Melanie Kordis, Secretary

TRAACA 41st Annual Meet—September 27, 2014

Story by Marion McAlpine. Photos by club members and Military Aviation Museum.

It was early in the morning, Saturday, September 27th, when TRAACA and Military Aviation Museum volunteers began arriving at the museum grounds. Everyone went to their stations (Registration, Greeting, Parking, Photography, etc.) to set up before the car show vehicles began arriving for registration, which opened at 8:00 AM. The day before, Neil Sugermeyer and his team marked off the show field in preparation for the preregistered show vehicles. Sam Kern and his team prepared for the Mods & Rods, vendors, charity displays, and spectators.

A team of TRAACA volunteers works for several months ahead of time to prepare for this annual ritual known as the TRAACA Annual Meet. For the last seven years the meet has been held at the Military Aviation Museum in Virginia Beach and appropriately has been called “Wings & Wheels” because participants and spectators are able to view both vintage airplanes and vintage cars. The location works well for both the museum and the TRAACA. The museum receives the \$15.00 charged to spectator vehicles (which was estimated at 400 this year) helping them with their yearly operation expenses and the TRAACA is able to hold their car show at a great venue.

Early on Meet Chairperson Tony Scarpelli was at the entrance with the other greeters—Leslie Scarpelli, Marion McAlpine and Julie Hobbs—who ensured show participants got to their designated places. Assistant Meet Chairperson Sam Kern worked hard behind the scenes to ensure things ran as smoothly as possible. Sandy and Richard Hall and their team registered vehicles entering AACA judging and John & Marie Gancel and their team registered “Mods & Rods.” Wes Neal & Mark McAlpine led the team parking cars on the AACA show field.

After the cars were parked on the show field, volunteer judges gathered in the museum’s Navy Hangar for a quick meeting and to receive their assignments. This year’s Chief Judge was Jim Elliott, who was aided by veteran Chief Judge Terry Bond. There were 157 Classic Show Cars registered for AACA judging and another 43 that registered the day of show for “Best of the Rest” judging. 65 vehicles received 1st Prize Awards, 27 2nd Prizes, 10 3rd Prizes, and 2 HPOFs. An additional 23 vehicles that already had National AACA awards were not judged and received special cloisonné recognition chips.

Fifteen “Best of” awards were presented, including “Best of Show” to Rich Overbaugh for his 1966 Pontiac GTO. (See Pg. 16 for a list of the “Best of” winners and the TRACCA website for the complete list of awards.)

On the other side of the entrance to the museum there were 75 registered “Mods & Rods.” These cars were participant-judged with trophies given to the Top 30, plus 13 special recognition “Best of” awards given. There also was a car corral, plus food and flea market vendors.

A small display of select Ford Mustangs and Dodge vehicles surrounded the flag poles at the entrance to the museum to commemorate the 50th anniversary of the Mustang and 100th anniversary of Dodge.

There were plenty of things for participants to do and see for the day. People were able to view the various car show vehicles, check out the flea market vendors, peruse the Military Aviation Museum displays and even watch or purchase a flight in a Stearman biplane or military trainer aircraft. Myron Rhamy won the raffle for a free ride in the Stearman biplane flown by Mike Spalding.



Vintage cars line the show field at the Military Aviation Museum



Dewey & Maxine Milligan and their 1953 Ford 4-door



Vickie Doscher accessorizes a 1957 Ford Fairlane 500



Gerard & Mary Lou Olson's 1940 Graham Coupe



TRAACA Pres Wes Neal w/his freshly restored 1966 Mustang (left)



The crowd gathers for the 2014 TRAACA Meet awards ceremony



Swing dancers entertain the crowd before the awards ceremony



Bob Woolfitt's 1934 Packard 12 1107 Formal Sedan



Marion McAlpine greeting participants as they enter the Meet



Anniversary displays of Dodges & Mustangs guard the flags



Melanie Kordis and her 1930 Ford Model A Roadster

“Dancing with the Cars”

TRAACA Friday Night Social—September 26, 2014

Story by Marion McAlpine. Photos by Bill Blair, Julie Hobbs, and Dot Parrish.

Our Annual Meet kicked off on Friday, September 26th, with the Friday Night Social at the Oaklette United Methodist Church in Chesapeake. It has become a tradition to have a little fun prior to the Annual “Wings & Wheels” Car Show the next day. The patriotic theme for this year’s social was highlighted with red, white and blue table cloths, and Dot Parrish made cute patriotic centerpieces out of blue-painted coffee cans topped off with Americana material and ribbons.

Helping with the set-up Friday morning were TRAACA members Bill Blair, Melanie Kordis, Marion McAlpine, Dot Parrish, and Jim Villers. When the group was finished, the church’s meeting hall was transformed into a lovely area for conversation and mingling.

Dinner was buffet style, catered again by Reginella’s Italian Ristorante & Pizzeria, with plenty of great Italian food for everyone. After dinner TRAACA Vice President Jim Villers led a short club business meeting. (Club President Wes Neal was at the hospital with his wife Nancy Soscia who broke her ankle earlier that day.) There was also a short discussion of the last minute details for the next day’s meet.

The highlight of the evening was a “flash mob” dance routine choreographed by Leslie Scarpelli to the song “America” (also known as “They’re Coming to America”) by Neil Diamond. Other than one person in the back left who seemed to be dancing to his own tune, the dancers were in fairly good sync considering they had only practiced the number a couple of times. Joining Leslie for the dance routine were Terry Bond, Marie Gancel, Bette and Kit Lawrence, Marion McAlpine, Mickey and Toni McChesney, Linda Pellerin, and Tony Scarpelli.

No dinner meeting would be complete without dessert. This year the dessert consisted of two sheet cakes, one of them with a picture of John and Lynn Heimerl’s 1935 Imperial Airflow, which is the featured car for the 2014 “Wings & Wheels” dash plaque. The cakes were delicious, with little going home as leftovers.

Everyone had a great time and, after cleaning up, went home to get some rest before the busy day on Saturday.



Welcome back Nina (left) and Vito Serrone (right)



TRAACA “Dancing with the Cars” team: Tony, Linda, Terry, Toni, Kit, Leslie, Bette, Marie, Mickey, and Marion



TRAACA members enjoy the “Dancing with the Cars” floor show



TRAACA Fall Tour to New Bern, NC Friday-Sunday, 14-16 November, 2014

This year's TRAACA Fall Tour is to New Bern, NC, the first state capital of North Carolina and where Pepsi was created in 1893. The tour begins at 8:45 AM on Friday, 14 November, with club members meeting at the rest stop next to the Dismal Swamp Visitors' Center on US-17 a few miles south of the North Carolina border. The tour will depart at 9:00 AM.

Our first stop will be approximately 65 miles away at Bertie County Peanuts in Windsor, NC. After sampling and stocking up on peanuts, we'll head south approximately 24 miles for lunch at *The Hitch'n Post Restaurant* in Williamston, NC. (Lunch is pay for your own.)

After lunch our next stop is the North Carolina Estuarium in Washington, NC, with over 200 exhibits describing North Carolina's coastal rivers and estuaries. (There is a \$5 admission fee to the center.) Our final stop on Friday is New Bern, approximately 35 miles away, for dinner & your choice of hotels (for special rate you must call and reserve no later than Tuesday, October 21st):

- The Marriott Courtyard at 218 E. Front St, New Bern, NC 28560, is on the waterfront in downtown New Bern and within walking distance of all our planned activities. They are offering us reduced rates of \$114 or \$124/night for rooms with a river view or overlooking the historic district. Breakfast is available, but not included. Phone: (252) 636-0022.

- The Hampton Inn at 200 Hotel Drive, New Bern, NC 28562, is two miles from the historic district. They are offering reduced rates of \$98/night including breakfast. Phone: (252) 637-2111.

Dinner is at 5:00 PM at *The Chelsea Restaurant* (three blocks from the Marriott Courtyard), a renovated drugstore once owned by Pepsi inventor Caleb Bradham. Reservations have been made for our group. Please sign up only if you intend to go. (Dinner is pay for your own.)

Following dinner we'll be going to see the play *La Cage Aux Folies* at the New Bern Civic Center. The play starts at 7:15 PM and tickets are \$16 each.

Saturday morning at 9:15 AM we'll gather at the Tryon Palace North Carolina History Center ticket office. Prepaid, all-day tickets are \$15 each.

Lunch is at *Morgan's Tavern* at 235 Craven Street. (Lunch is pay for your own.) After lunch we'll return to the North Carolina History Museum where you can check out the Pepsi museum. Other attractions in New Bern include the Fireman's Museum & the Pepsi Store, both of which are closed on Sundays.

Dinner on Saturday will be at the top-rated *Chef & The Farmer* restaurant in Kinston, NC, about 35 miles away. (Check out the TV show about it—"A Chef's Life"—Thursday nights on PBS stations WHRO or UNC-TV.) We'll depart from the Marriott Courtyard parking lot at 4:40 PM and carpool in a caravan to the restaurant. (Dinner is pay for your own.) If you're not interested, please don't sign up: seats are limited.

Sunday, after breakfast, is on your own. Explore the New Bern waterfront or check out the historic Coffee Caboose on the waterfront in Washington, NC, on your return trip home to Tidewater.

To sign up for the Fall Tour download the form from the TRAACA website (<http://local.aaca.org/tidewater/>), fill it out, and mail it and your check covering all the activities you signed up for to Ken Talley, 1535 Newland Rd, Chesapeake, VA 23322. If you have any questions, please call Ken at (757) 421-7534 / Cell (757) 679-6314, or Bill Wilcox at (757) 340-1612 / Cell: (757) 651-5179. REMEMBER TO CALL ONE OF THE HOTELS NO LATER THAN TUESDAY, 21 OCTOBER TO RESERVE YOUR ROOM.



AACA Calendar of Events

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

OCTOBER 2014

- 8 Grand Opening of the Cammack Tucker Gallery AACA Museum
- 8-11 Eastern Fall Meet Hershey, PA
- 20-24 Founders Tour NJ

FEBRUARY 2015

- 12-14 AACA Annual Meeting Philadelphia, PA

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 Central Spring Meet Auburn, IN

JUNE 2015

- 4-6 Central Spring Meet Independence, MO

JULY 2015

- 16- Southeastern Fall Meet
18 Louisville, KY
- 27- Vintage Tour
31 Lancaster, PA

AUGUST 2015

- 25- Western Divisional Tour
27 Northern California Santa Rosa, CA
- 30 - Glidden Tour
4 Sep Chickasha, OK



Still Collecting Stuff — Cautiously! Fakes & Forgeries By Terry Bond

Since starting this series of articles a couple of years ago, I've been asked by a lot of you about things you've found in your travels. I'm flattered that my advice is sought out on these things and I hope the knowledge I've shared has been helpful.

One area that we all struggle with is fake artifacts. It matters little whether someone produces an item because they can't find the original or if they intend to commit outright fraud—they are forgeries or sometimes outright fantasy items. Some of them are cleverly done, even aged or finished in some way so their patina might be misconstrued as signs of age.

Once those objects get into the "secondary" market, the chance for fraud increases dramatically. Often, some unsuspecting collector buys a fake item, realizes the error and then takes it to Hershey to unload it. The fraud is perpetuated. This happens also when antique dealers (everyone is a dealer these days thanks to ebay) buy fakes at auctions or take a chance on them in yard or estate sales. You see such items advertised all the time as "came from an old estate." I guess that means it's got to be old, right?

My previous collecting article on brass included mention of those curly brass taxi horns still being imported by the boat-load. They are as worthless as the paper they were wrapped in on the boat from China, but you still see them advertised on ebay all the time. I saw one the other day: "This was on Grandpa's Model T—starting bids at \$139.99."

Recently I showed you a glass tire ash tray from the Pennsylvania Vacuum Cup Tire Company. All the colored glass examples are recent reproductions.



Fantasy Ford guard badge—beware!

Here are a few more items that turn up all too often. First is the famous (or infamous) Ford Security Guard Badge.

These first came on the scene almost ten years ago when someone purchased the stamping press and dies to make these. They can be found in all varieties, but the

Ford badges were made to deceive. Cleverly done, they appear to have real age to them. There are clues however. First, that familiar Ford script never appeared with a round background. It only ever appeared in the blue Ford oval. All of these fake badges show the Ford script in a round blue background.

Another clue is the name of the alleged Ford facility they were used at. Many have been produced with names where Ford never had a manufacturing plant of any kind. There are several though that do name places like Highland Park, and those can be deceiving for sure.

Finally, if you know your Ford history, and all about their various plant badges, you'll know that all Ford Security Guard badges were marked "Plant Protection" and nothing with a bird on top like the one shown was ever used! Be cautious—they still appear and everyone "knows" they are genuine! I recently had a conversation with a flea market vendor who had one for sale at \$250. He claimed several other collectors had looked at it and said he really had found something rare. I politely suggested he should do a little Internet research. If you pay more than \$10 for one (just to have an example of a fake Ford badge), you've paid too much.

Next up is the Michelin Man ("Bibendum") statue. Pick any day of the week and there are probably a half dozen for sale on ebay. Prices have ranged from \$500 to over \$1,000. Amazing! They were all made yesterday, carefully rusted and aged to make them look old. The fakers have even produced them with the word "tire" spelled "tyre" to fool our overseas collectors.

Clues: Michelin never made one in cast iron! They were chalk-ware. Pictures tell the tale.



Cast iron fake Michelin statue



"Real deal" made of chalkware

Another clue you can use with any cast iron object: the quality of the casting is poor. It's a sand casting with a rough pockmarked surface texture. The rust is orange. Very old rusted metal will be dark gray, almost black, not bright orange like it just got rained on yesterday. I laugh when I see them, knowing some antique dealers have

been taken on them and are just trying to pass along their own misfortune. Beware!

Another item that I'm highly suspicious of is the recent flood of Richfield desk pieces. These are advertised as cigar boxes, desk accessories, paperweights, etc. They are all cast from resin and are modern. I guess there must be an original out there some place, but, if so, it's probably cast pot metal. You see them in auctions, on the Internet, and last year alone I spotted more than a dozen in the Hershey flea market. I don't have one—I have no interest in it—but as a novelty item, if you want one because it's just neat, wait a year or two and you should find one in the \$20 range being properly sold as a fantasy item.



Cast resin fake Richfield Oil Company box

Lastly, we are going to talk about Ernest Montaut. Remember, he is the French artist whose early racing prints are at the pinnacle of automobilia collecting. His works have been widely reproduced, both in the large format and the small size that were originally published in his book, *10 Ans da Courses* ("Ten Years on the Course"). These smaller versions of the larger prints were meant to be removed for framing, thus few intact volumes exist. The small prints, however, are fairly common and should command around \$150 or so in good condition.

Some of them were actually reprinted in *Motor* magazine in the early 1900s. While they are not as valuable as originals, they are still very collectible. *Motor* magazine reprints will be clearly marked in the lower left hand corner and should run less than \$50.

Let's talk about the full-sized original prints. Originals were on a newsprint type of paper, and were done in the early 1900s. Reproductions will be on more glossy, heavier, modern print paper. The colors tend to be more vibrant. Originals were hand-painted water colors and under magnification it will be easy to detect printed copies from the originals. The reproductions have their place. They make fine wall-hangings if you can't afford the originals at sometimes over \$1,000.

Looking closely at printed items, reproductions will



An original volume of Montaut prints



A reproduction Montaut print—note the bright white glossy paper and vibrant colors

also have photo-reprinted flaws from the original including creases and tears. If it's only a "photo" of a flaw, you're looking at a fake.

Remember: the value of any object lies with those items that are "of the era" rather than things produced later as nostalgia items or "collectibles." Just because it's in an old picture frame, behind some dirty glass, doesn't make it an original. I hope you continue to enjoy collecting—cautiously.

Terry Bond

Mystery from the Past Solved



In the September *Mudflap* Terry Bond asked if anyone had any information about "Captain Chas. Colona and Family, Norfolk, VA, in 1908 Rambler Roadster" described in a photograph in a 1908 issue of *Rambler Magazine*. TRAACA's own amateur sleuth, Wes Neal, discovered

that Charles James Colonna (1849-1912) founded the Colonna Shipyard in 1875. At one point it was the largest private shipyard on the East Coast. Colonna's Shipyard is still in business today on East Indian River Road in Norfolk, VA, and is the oldest family-owned private shipyard in the country.

Classics on the Green Car Show—New Kent, Virginia

Story by Marion McAlpine & Bob Stein. Photos by Terry Bond, Dan Ciccone, Mark McAlpine, Bob Stein, and Jim Villers



Ferraris parade onto 2014 Classics on the Green show field

Sunday, September 14th, was a beautiful partly cloudy day at the New Kent Winery in New Kent, Virginia—a perfect day for a car show. Nearly 300 European cars and motorcycles participated in the 30th annual Classics on the Green European car show. The cars were arrayed around the winery's grounds, nestled between the grapevines. The featured marque this year was Ferrari, and the show officially began at 11:00 AM with approximately 40 Ferraris parading onto the show field for everyone to view. Marques represented at the show included Alfa Romeo, Austin-Healy, Bentley, Jaguar, Lotus, MG, Mercedes-Benz, Porsche, Rolls-Royce, Triumph, and even Volkswagen. Some of the more unusual vehicles on display included a 1958 Ferrari 250, a 1978 Bitter SC coupe and an American interloper: a 1935 Auburn 851.

Besides enjoying the cars, participants and spectators could sample wines from the New Kent, Saudé Creek, James River Cellars, and Williamsburg wineries. The event was complemented with great live jazz music and several vendors to peruse throughout the day.

The TRAACA was well represented at the show and members' vehicles won a number of the top awards, especially impressive considering all the gorgeous vehicles on the field: Sue Bond's 1948 MG TC won Best Vintage MG; Terry Bond's 1912 Triumph motorcycle won Best Motorcycle; Matthew Gresalfi & Jody Dudley's 1930 Austin16/6 truck won the Preservation Award; Bob & Linda Pellerin's displayed their 1974 Jensen-Healey; Mark Strang's 1953 MG TD received Second Place Vintage MG, Boyd Swartz's 1966 Volvo 122S won Best Volvo; Alan & Laurel Swenson displayed their 1975 MGB; and Jim Villers displayed his 1965 Porsche 356C. Bob Stein's 1947 MG TC "Wildflower" was recognized as Best in Show. Dan Ciccone, Marion & Mark McAlpine attended the show as spectators, and the Bonds were accompanied by their granddaughter Taylor.

Great vehicles, wine and friends. What more could you ask for? Mark your calendars for next year's Classics on the Green car show: Sunday, September 20, 2015.



TRAACA members with Bob Stein's Best in Show 1947 MG TC



Terry Bond and his 1912 Triumph motorcycle



Matt Gresalfi & Jody Dudley's 1930 Austin 16/6 truck

Bay Lake Retirement Community 3rd Annual Fall Fair

Story and Photos by Sam Kern

TRAACA President Wes Neal led a small contingent of club members to the Bay Lake Retirement Community in Virginia Beach on Saturday, September 13, 2014, to display some of their antique vehicles at the community's annual open house. This year's event featured local craft vendors, carnival games, live music, a bake sale, and a silent auction. All proceeds benefitted the Alzheimer's Association. A mostly overcast and warm, late summer day didn't do much to dampen participants' enthusiasm.

The threat of rain limited our participation this year. However, Wes drove his beautiful, freshly restored 1966 Ford Mustang convertible for its first public "reveal." Skip Patnode brought his 1967 Alfa Romeo Duetto convertible, Frank Lagana his 1950 Chevrolet 2-door Deluxe, Sam Kern his newly painted 1988 Chevrolet "dually" pickup truck, and Neil and Marty Sugermeier their 1965 Rambler Classic 770 convertible. We were joined by a visitor: Mr. Ed Brunot who "cruised-in" to the Fall Fair with his beautiful red 1965 Ford Mustang coupe to visit a relative. (Of course we invited Ed to become a TRAACA member.)

Although the day initially looked gloomy, the threatening rain was kind enough to hold off until we departed for home and it ended up being a great day for a car show. The Bay Lake residents really enjoyed viewing our cars (and we enjoyed showing them off!), and Bay Lakes treated all of us to lunch at noon.

The Bay Lake Retirement Community Fall Fair has become an annual event for the TRAACA. TRAACA members are encouraged to join us when we return there next year. It's a beautiful venue filled with residents who appreciate classic vehicles and enjoy reminiscing about cars they previously owned and the memories of the good times they had with them. It's a perfect match for those of us still fortunate enough to own classic vehicles.



Admirers of Sam Kern's 1988 Chevrolet pickup truck



Skip Patnode gains a passenger in his 1967 Alfa Romeo Duetto



Bay Lake residents enjoy the cars & trade stories with their owners



Baily Jensen (left), Bay Lakes' Activity Director, with Skip Patnode, and Neil & Marty Sugermeier

The 2014 Franklin Trek

Story by Neil Sugermeyer. Photos by Marty & Neil Sugermeyer.

Once each year, the owners of venerable Franklin automobiles meet for a week at the Cazenovia College campus in Cazenovia, New York, for the “gathering of the faithful.” This year was the 61st meet (my 46th and Marty’s 41st), which for most of us who have been many times is like old home week. Friends who we’ve known for years and who share the same passion for the air-cooled Franklin automobiles as Marty and I all stay on campus in the college dormitories, use the college facilities for meals and many of our activities, and display our cars on the college green for the public to view any time we aren’t on a daytime tour enjoying the scenery or areas of interest in beautiful upstate New York. There are always new friends to be made, tech sessions held during the week, a parts department and Franklin clothing, collectibles and literature section to peruse, an auction of Franklin odds and ends, swimming, horseback riding, and plenty of Franklin stories—old and new. All told, a total of 78 Franklins and one air-cooled Chase truck were at this year’s Trek and about 350 enthusiastic participants.

Needless to say, there are always a few mechanical problems to be solved and this year our 1932 Franklin Olympic convertible had its share before we departed for the Trek. With the help of Sam Kern, most of the problems were resolved before we left, but the car still didn’t run smoothly until the “laying on of hands” occurred at the Trek. There are always some very experienced Franklin folks at the Trek, and this year our car’s problem was resolved with a few minor adjustments to an intake manifold gasket in an area of the engine that we didn’t suspect was the cause of its misbehavior. Now it has the same power it had when new and can pull the long hills in central New York with no problem.

On one of the TRAACA’s tours about a year ago to the Charlottesville, Virginia area, some of the club members were met by Bouvard Hosticka in his 1910 Franklin barrel-hood touring car and had a chance to go for a ride with him. Bo was at this year’s Trek as usual, and many Trekkers got to experience a ride in his car (one that didn’t come equipped with a windshield). That Franklin never misses a beat and was a hit as always.

Our Trek this year included the Past Presidents Reception on Saturday and the annual parade through town on Sunday, followed after lunch on campus with a modest tour to the Chittenango Landing Canal and Boat Museum.

On Monday the club toured about 80 miles to Oneonta for lunch in a historic railroad depot converted into a restaurant, then on to East Meredith for a tour of Hanford Mills, a historic water-powered & still operating sawmill.

Tuesday found us on a shorter trip to an apple orchard in Lafayette, NY, with a fantastic lunch at the Otisco Fire Department. Then on to Cortland to the Living History

Center, which is comprised of three museums including the Brockway Truck Museum, a tractor museum, and the



Bouvard Hosticka and his 1910 Franklin barrel-hood touring car



1947 Brockway truck



The “laying-of-hands” on a 1929 Franklin Victoria

Homeville Museum, which displays local military and railroad history collections from the Civil War era to the present. Brockway started as a wagon builder, and the trucks were built in Cortland until the company ceased operation in 1977. It was about 40 miles back to the campus for dinner and a performance by the Drew Frech Banjo Trio. Drew's group started off as hired entertainment for the event a few years ago, and they quickly became interested in the Franklin automobile. Now they account for three vehicles and are active in the club.

Wednesday morning was a session presented by Drew on banjo history—what we didn't know! After a leisurely ride to Rome, NY, and a phenomenal luncheon en route, we journeyed to the Fort Stanwix Museum and were given a guided tour through a reconstructed facility that had originally played a significant role in both the French and Indian War and the American Revolutionary War. We were back at the campus by 4:00 PM, just in time to prepare for the vintage fashion show which Marty was chaired and narrated for many years. After dinner, casino night made for an interesting evening of games and conversation in the dining hall.

Thursday we were on the road again to Hamilton, home of Colgate University and the historic Hamilton theater, where we were treated to a private showing of the movie "Genevieve," an oldie but goodie! Then a quick 30-mile run home in time for dinner, after which a "play" (actually a "farce"), called "The Franklin Way, or Johnny Slick's Downfall," was presented. The play was performed years ago by some of us who mistakenly think we're of Broadway caliber, but actually are anything but. However, it did produce a lot of laughs as intended, and was meant to show how a dignified and professional Franklin sales operation might have appeared in the 1928 era. Don't ask me who played "Johnny Slick"—I'll never tell!

Friday kept us close to campus, with a short ride for lunch to a local park bordering Cazanovia Lake and the "Franklin Olympics" for those who wanted to participate in a few car games before heading back to campus to change for the closing banquet. As always at a Trek, the week flew by and it was time after dinner to say "so long" for another year and pack to leave Saturday morning.

Back in the car trailer Saturday morning, the Olympic, now running well, was tied down, the dog picked up from the kennel, and we headed for points south, arriving home Sunday afternoon. What a great trip, with renewal of old friendships, a chance to stay off the main roads for an enjoyable week of driving our vintage iron, and an opportunity to see and appreciate things we had not seen before.

At present there are five Franklins automobiles in the TRAACA, and it is our hope to get most of them to a Trek one year. Marty and I have the 1933 Olympic and a 1930 Victoria Brougham, Sam Kern has a 1925 sedan, John Heimerl has a 1909 roadster, and Dwight Schaubach has a 1931 Victoria Brougham. I should also mention

that Dan Ciccone had a 1930 Victoria Brougham, which he sold a few years ago. It is now finished and was at the Trek this year. Franklins periodically come up for sale and are a pleasant car to drive on the road. If you decide air cooling is the way to go, try one out—you'll like it and get hooked like we did!



Marty Sugermeyer (front right) and friends in vintage clothing



Marty & Neil Sugermeyer and their 1933 Franklin Olympic



Albert Nippert's 1932 Franklin V-12 Series 17

Caught in the Headlights—TRAACA Members & Their Cars

Jere Avenson's 1987 Porsche 944S

Story by and photos by Jere Avenson



Jere Avenson's 1987 Porsche 944S

The itch started in the spring of 2008 with a memory from the mid-1980s that I couldn't get out of my head. During a period of my life when I was enjoying my first mid-life crisis, I owned a beautiful black 1984 Porsche 944 sports car. As one could expect, most good things come to an end.

In 1995 I sold my Suffolk home on the lake and was now living in a golf course condominium community in Chesapeake (without a proper garage). The car spent most of its time under a car cover in the condo parking lot. I had owned it for about ten years, and it was time to let it go. I ended up selling it to an ODU student in 1995. That Porsche had the prettiest body style I'd ever seen on an automobile, and throughout the subsequent years I often regretted selling it.

It was now 2008 and the itch began! The memory of the little Porsche kept popping into my mind. My wife Carol asked, "Why do you need a sports car?" and I could only say that I didn't really need it, but I wanted it. Late at night I started searching ebay for Porsche 944s. There were quite a few of them and I chased some rabbits, only to be disappointed.

One lesson I learned from buying my Packards is that restoring old cars is always more expensive than one expects, so I decided that I needed to find a Porsche in pristine condition. Finally, I found two on ebay: one in Texas and the other in South Carolina. I decided that I needed to see them in person before purchasing one.

The timing was such that I could visit only one or the other. South Carolina, being closer, won the coin toss. In mid-June 2008 Carol and I traveled to Murrells Inlet, SC. The seller told us that this Guard Red 1987 Porsche 944S had been owned by members of the same family since it was purchased new in Chapel Hill, NC, in 1986. Later I determined that the car was built in October 1986. It had the M900 Tourist Car option, which meant it was delivered at the factory to a non-German. The car's exterior and interior were in near-perfect condition, and everything I checked worked.

Records show the 944S had 25,000 miles on it in 1993 when it had two warranty issues corrected by the dealership. The subsequent maintenance records are somewhat sketchy. There was a sticker on the air filter that said the timing and balance shaft belts were replaced in late 2005 when the car had 57,750 miles on it. That's the only documentation of any critical maintenance event. The car didn't appear to have been abused, but I don't believe that the recent owners were Porsche people nor mechanically inclined. It appeared they had qualified people perform the required work, but did not keep the receipts.

The price was right if the car was what I thought it was: a car in near excellent "original condition," but poorly documented. Anyone who knows Porsches would say walk away and wait for another car—there are plenty of good quality Porsche 944s for sale and more surfacing all the time. Carol told me that exactly, but I decided to take a chance. I bought the car and drove it 400 miles to my home in Chesapeake. It was not the classical way to conduct business, but sometimes the excitement of the moment keeps the brain from functioning logically.

The first week home I had my mechanic friend check all the fluids, change the oil & filter, and give it a mechanical once over. He said that the Porsche looked like a safe car to drive. The only things he recommended were replacing the oil sender, which was leaking a bit, and spark plugs. I spent some time cleaning up the engine compartment and it looked good. The next investment was to have a Porsche expert examine it.

I knew from experience that the Porsche dealership in Virginia Beach was very expensive, so I called around and found a Porsche mechanic in Norfolk. He looked over the Porsche, performed the 15,000-mile maintenance check, adjusted the timing belt, and pronounced it as one of the nicest he'd seen in a very long time. The next day I took the car to my body and paint shop. Jesse examined the Porsche and said that it either had original paint or one of the best repaint jobs he'd ever seen. There was a consensus: the Porsche looked and ran great!

The Porsche runs better every day I drive her. It's our summer driver because it drives like a dream come true, is air conditioned, and looks sweet.



The Porsche's 16-valve, fuel-injected, 188-hp 2.5L inline 4-cylinder engine

SEVA Street Rods 22nd Annual Charity Picnic

Story by Marion McAlpine. Photos by Marion and Mark McAlpine.

On Saturday, September 20th, over 125 cars and trucks gathered at TRAACA member Charlie Daniels' Performance Group facility in Smithfield, Virginia, for the Southeast Virginia Street Rod Association's (SEVA Street Rods) 22nd Annual Charity Picnic and car show. Show participants enjoyed beautiful weather, music, vendors, kids' games, door prizes, and the camaraderie of fellow car enthusiasts.

For the past 22 years the SEVA Street Rods club has served a picnic lunch to car show participants in lieu of trophies to help raise money for various local charities. (Spectators can purchase lunch for a nominal fee, which also helps the charity.) This year's charity was *Wounded Wear*, which provides free adaptive clothing to wounded military members. (Wounded Wear is based in Chesapeake, Virginia, and was founded by retired Navy SEAL Lieutenant Jason Redman, who was severely wounded in Iraq, in 2007, and his wife, Erica.)

The highlight of the day was a performance by the Shotgun Blues Brotherhood, a local Blues Brothers tribute band. "Jake and Elwood" and their six-piece band entertained the crowd. The show concluded with drawings for two raffles—a 50/50 raffle and a wagon filled with tools and cleaning supplies.

Although the show attracted mostly street rods and modified cars, the shared love of classic vehicles of all types also attracted a number of original and restored vehicles. TRAACA participants included John Heimerl, Mark & Marion McAlpine, Tom & Missy Norris, Ron Pack, and Bill & Linda Treadwell. Dwight Schaubach stopped by with his 1929 Duesenberg Convertible Coupe. Although Charlie Daniels was at Mopar Madness in Dinwiddie, his girlfriend Chris Hunt was at the picnic.

Everyone went home full and happy to have contributed to a worthy charity that serves our country's wounded.



The Shotgun Blues Brotherhood rocking the crowd



TRAACA members and friends supporting Wounded Wear



Dwight Schaubach's 1929 Duesenberg Convertible Coupe



Ron Pack and his 1947 Chevrolet "Woodie"



TRAACA MEMBERS' PAGE

Welcome to Our New Members!

Bill Blair
 Norfolk, VA
 - 1949 MG TC
 - 1988 Oldsmobile Cutlass Calais Quad-4

Ron & Jennifer Huibers
 Chesapeake, VA
 - 1968 Volvo 1800S

Recent Award Winners

AACA Western Fall Meet—Big Sky, MT
 Jim & Donna Elliott 1975 Chevrolet Caprice HPOF

St. Michaels Concours d'Elegance—St. Michaels, MD
 Jim Elliott 1903 Cadillac Participant

Sunshine Report

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

- **Sandra Graham's sister**, Barbara Ann Stohm, passed away.
- **Scott Davies' aunt**, Grace Hay passed away.

Our thoughts & prayers go out to the following members:

- **Rad Tillett** had hip replacement surgery and is at Lake Taylor Rehabilitation Center. Calls and visits are welcome. Rad hopes to go home on Thursday, October 2.
- **Ivan Joslin's** recovery from his recently removed infected hip prosthesis is going much better. He hopes to have a new hip installed in October.
- **Kathy Kellam** was hospitalized for a few days, but has been released and is at home recovering. Unfortunately, she'll have to skip Hershey this year.
- **Vito Serrone's** recovery from quadruple bypass surgery is going well, and everyone was very pleased to see him and Nina at the Friday Night Social (26 Sep) before the club's annual meet.
- **Nancy Soscia** (Club President Wes Neal's wife) is at home resting after a brief stay in the hospital. She fell recently and fractured her ankle, and another problem surfaced while she was in the hospital. She will have to rest and take it easy for at least six weeks.

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

Members celebrating anniversaries in October



Mark & Marion McAlpine
Wayne & Carol Milligan
Tim & Rhonda Russell
Bill & Linda Treadwell



Members celebrating birthdays in October



Keith Colonna
Bob Hyatt
Gale Hyatt
Dewey Milligan
Ron Pack
Skip Patnode
Tim Russell
Bill Treadwell



2015 TRAACA Officers and Board of Directors Nominees

PRESIDENT: JIM VILLERS
VICE PRESIDENT: MARK McALPINE
SECRETARY: MELANIE KORDIS
TREASURER: MARION McALPINE

BOARD MEMBERS: MATT DOSCHER
 TYLER GIMBERT
 SKIP PATNODE
 TIM RUSSELL

Nomination and Election Process:

A nominating committee comprised of three past club presidents (Terry Bond, Sam Kern, and Bob Parrish) recommended the candidates listed above. This candidate list will also be presented to the club at the club meeting on Saturday, October 25th (the Chili Cook-Off at Dewey & Maxine Milligans' house). At that time club members may nominate other candidates. Any proposed nominees must be present and accept the nomination. If no additional nominees are proposed, the nominated candidates will be considered elected.

The new board will be inducted at the Saturday, January 24th, 2015, dinner meeting at the Holiday Inn—Norfolk Airport.



Judges Corner

By Read Majors, AACA Vice President—Training & Development

(Reprinted from the Fall 2014 AACA *Rummage Box*)



The yearly schedule is rounding third and headed for home! Having attended each meet this year, I can say with some confidence that our training programs are growing both in numbers of participants and quality of content. In spite of this positive status report, there are still some areas that continue to be a problem. Here are a couple

of the headliners:

#1. Whether you are a judge or a car owner, make sure you follow the rules and timetables for registration. These dates are not arbitrary and are not subject to our personal whims. [These are] given well in advance of the event and available both on-line and by hard copy, so there are few excuses that support late registration. Anyone who has had a part in putting together an event

knows how even one deadline breach can foul up a plan. None of us is above the law, so to speak, and as club members we should work towards a spirit of cooperation.

#2. As judges we aspire to automotive expertise, but there is a less technical area that causes a significant share of complaints: JUDGES BEHAVIOR ON THE FIELD or, as we call it—ETIQUETTE. The list of DON'TS is long and we review it in Judging School and we even have a CJE [Continuing Judges Education] course totally devoted to it. Nevertheless, after every meet there are numerous complaints related to simple, common sense show field deportment. Sometimes I think we might as well answer text messages on our iPhones and sip a cocktail while judging for all the good etiquette training does! Let's try to put our best professional foot forward.

Thanks for all of your hard work, and I'll look for you on the field.

TRAACA "Wings & Wheels" 2014 Meet Special Awards

Best in Show	Rick Overbaugh	1966 Pontiac GTO *
Best British	Mark Strang	1953 MG TD *
Best Cadillac	Dwight Schaubach	1930 Cadillac *
Best Chevrolet	Bob Parrish	1964 Impala *
Best Classic	Bob Woolfitt	1934 Packard *
Best Corvette	Eugene Houck	1971 Corvette
Pre-War Ford	Harold/Evy Eacker	1936 Ford *
Post-War Ford	Danny Pratt	1962 Ford
Best Foreign	Ron Huibers	1968 Volvo 1800S *
Best German	Frank Leventhan	1956 Mercedes 190SL
Best GM	Bill/Linda Treadwell	1969 Camaro *
Best Italian	Martin Duffy	1979 Alfa Romeo Spider Veloce
Best Mopar	Cliff Harmon	1967 Dodge
Best Orphan	Barry Johnson	1954 Kaiser
Merritt Horne	Matthew Gresalfi	1930 Austin 16/6 *

* TRAACA Members



Photo by Art Norman, Military Aviation Museum

The Complete Toolbox

Tools every mechanic should have in his/her toolbox.

Whether in the garage, car trailer, or the trunk of your car, cordless impact wrenches are great. They speed up work and save your muscles, help break loose rusted nuts & bolts or those torqued to high foot-pounds, and make changing tires on the side of the road go like a NASCAR pit crew. (Ask me about returning from the Charlotte Meet last spring.) They are available from a variety of manufacturers and at various prices. (This Craftsman model is \$90-100 on sale.) Upgrade to lithium batteries if you can afford it—they last longer and are lighter.

(Suggested by Mark McAlpine)





Saturday, October 18, 2014

Rain date is Saturday, 25 October

The show is open to foreign & domestic, Vintage, Street Rods, Muscle Cars, Race Cars, Sports Cars, and Late Model Cars/ Trucks of all makes and types. "If you're proud of it, bring it."

All proceeds benefit the Virginia Beach SPCA and the Foodbank of Southeastern Virginia.

**WHERE: Military Aviation Museum
1341 Princess Anne Rd, Virginia Beach, VA**

Registration: \$25. "Rock Star" Registration: \$50.

Spectators: \$15 per car

Registration ends on Saturday, 11 October

For more info see: www.fsrpca.org and look for Air & Auto Classic logo



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Saturday, October 25, 2014

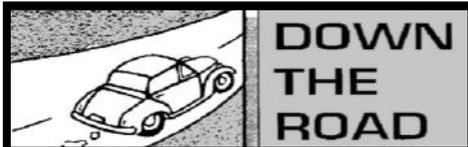
Rain date is Sunday, 26 October. Decision made by 7:00 AM Saturday.

Open car, truck and bike show at Newport News Park. All makes and models welcome. Three day event—cruise-in on Friday, car show on Saturday, car cruise on Sunday.

All proceeds benefit Children's Hospital of the King's Daughters.

**WHERE: Newport News Park
13560 Jefferson Ave, Newport News, VA**

Registration: \$20 for first vehicle. \$10 for each additional vehicle registered by same owner. For more info see: www.vafallclassic.org.



Other Regional/Local Events

OCTOBER 2014

- 1-5 Fall Carlisle
Carlisle, PA
- 4 Franklin Fall Festival
Car Show
Franklin, VA
- 10 Friday Night Cruise-In at
Daniels Performance
Group, Smithfield, VA
- 11 Smithfield Ruritan Club's
13th Annual Toys for Tots
Car Show
Smithfield, VA
- 18 5th Annual Air & Auto
Charity Classic
Military Aviation Museum
Virginia Beach, VA
- 23 Old Dominion Packard Club
Fall Meet
Roanoke, VA
- 24-26 Virginia Fall Classic
Car Show
Newport News, VA
- 24 Oct: Cruise-In
- 26 Oct: Car Show
- 27 Oct: Tour of Tidewater
- 24 Friday Night Cruise-In
"Trunk n' Treat" at
Daniels Performance
Group, Smithfield VA
- 25 Restoration Reunion and
Legends at the Park
Virginia Motorsports Park
Petersburg, VA

NOVEMBER 2014

- 15 Annual Virginia Pilot
Joy Fund Car Show
Chesapeake, VA

DECEMBER 2014

- 6 Toys for Tots Car Show
Daniels Performance Group
- 14 Toys for Tots Car Show
Bayside Harley-Davidson
Portsmouth, VA



EDITOR'S DESK

Mark McAlpine

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

Wow, where did the summer go? Car season is almost over. As I type this, we just held our 41st Annual Meet and are only two weeks away from the AACA Fall Meet at Hershey. I can almost see snow flurries on the horizon.

This year's Annual Meet was another resounding success. We were blessed to have great weather, a good turnout of both classic vehicles and "mods & rods," and—most importantly—a good turnout of club members and spectators. That said, a few things concerned me.

First, the number of vehicles participating was down a little compared to last year and the number of spectators was about half what we had in 2013. I realize we were competing with the Oceana Air Show and the Neptune Festival this year, but we compete with the Neptune Festival every year. We need to figure out what we can do better next year to attract more people and cars to our meet and our great hobby.

Second, the number of club members participating in the meet was down. Why? This is our club's biggest (and, arguably, most fun) event every year. Why did some members chose to do something else this year? We missed them and their vehicles at the meet.

Third, the number of members who volunteered to help set-up and execute the meet were down. Again—why?

Planning, organizing, setting up and running the meet takes a lot of work. The more volunteers we have, the less work for everyone. Fortunately we have a core group who jump in every year and pull more than their fair share of the workload. It was great to see some new volunteers this year, especially some of our newer members, but we need more people to chip in however & whenever they can to continue holding and improving our meet.

I'm venting a bit because I'm especially concerned about the upcoming National Meet that we're hosting from 30 April – 2 May 2015. I'm not concerned about the efforts of our Meet Committee—Meet Chairperson Linda Pellerin and her team are doing great work—but I am concerned about having enough club members to help with all the work we need to do over the next seven months preparing for the meet and at the meet itself.

We've all heard stories about national meets where the National AACA had to step in at the last minute to save it. I don't want that to be us. The TRAACA is one of the larger regions in the AACA, has a well-deserved reputation for its great members & vehicles, and a history of members in leadership roles at the national level. Like you, I want other AACA members to participate in our National Meet and leave saying "Wow—that was great! I hope our region can do as well when we hold a meet." The only way we can achieve this is with your support, so *PLEASE* contact Linda Pellerin & ask how you can help.

Mark Mc

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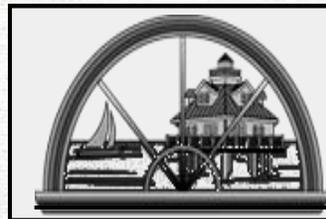


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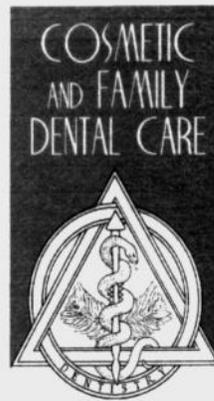
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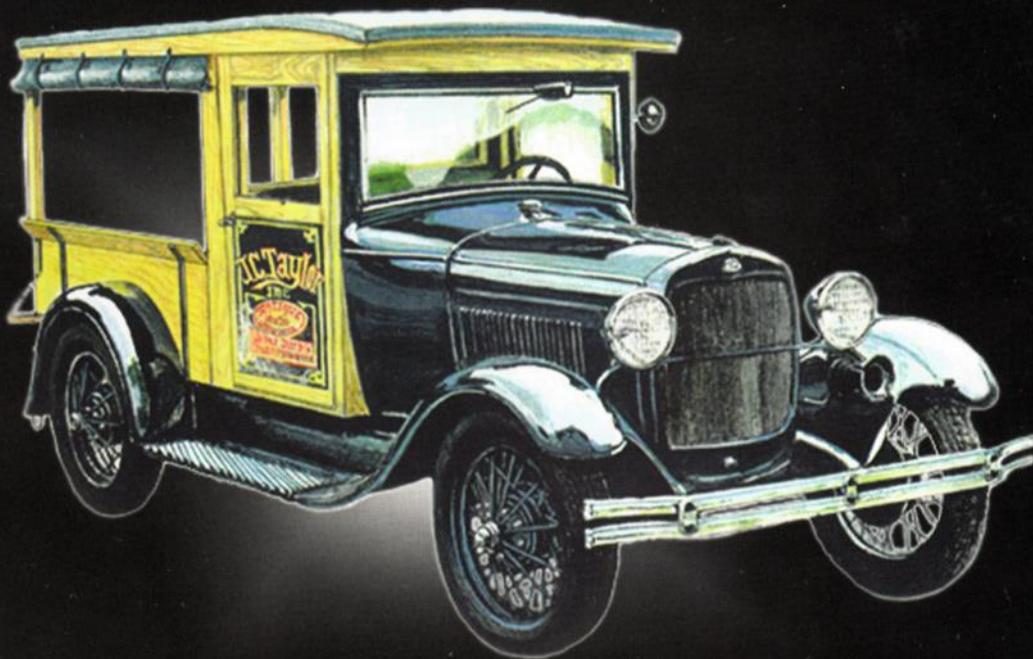
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FIRST CLASS



Rick Overbaugh's 1966 Pontiac GTO—the 2014 TRAACA Annual Meet's "Best in Show"