



THE CLUTCH CHATTER

Volume 41 No. 7 July 2022

www.bullrunaaca.org



In This Issue:

Car of the Month	1
President's Page	2
Region Contacts	2
Trivia Question	2
Editor's Notes	4
Birthdays/Anniversaries	4
Member News	4
Meeting Minutes	5
National Beat	5
July Presentation	6
June Presentation	7
Calendars	8
What's in a Name	8
Fredericksburg Meet	10
Parking Lot	12
Show Flyers	13

1966 Seagrave Fire Engine

By Peter W. Pandolfi

The year was 1966. The Beatles were singing "Yellow Submarine" on the radio, TV shows Star Trek and Batman made their debuts, and Pampers disposable diapers were made available to the public. It was also a big year for the Town of Manassas, Virginia. Yes, I said town as Manassas did not become a city until 1973. As a town it operated under the auspices of Prince William County of which



1966 Seagrave Open Cab Fire Engine

Manassas was the county seat. Expanding its emergency services, the Greater Manassas Volunteer Rescue Squad was established with its station being build on Center St. near the courthouse on land donated by the Merchant family. The town purchased a 1966 International Harvester carry all ambulance, dubbed Creamy due to its color, which the Squad still owns to this day and brings to our annual Rohr car show. It was in this year that the County decided to put a 1966 Seagrave ladder truck on the west end of the County. The Manassas Volunteer Fire Company followed suit by retiring its 1939 Chevrolet fire engine for a 1966 Seagrave fire engine to match with the ladder truck. A little fire apparatus nomenclature: a fire engine is a vehicle that contains a water pump and usually a water tank, hose and one or two small ladders. A fire truck is a vehicle which carries an assortment of ladders, an aerial ladder (75 feet or over) and a wide range of tools used for ventilation and search and rescue.

Continued on page 3



BRR Region Contacts

Bull Run Region Website:

www.bullrunaaca.org

Officers:

President: Peter Pandolfi
(703) 919-8343 (Cell)
rr4pwp@gmail.com

Vice Pres: Luke Stakenborg
(703) 901-3353 (Cell)
lciii69@yahoo.com

Treasurer: Nicki Hudson
(540) 513-6736 (Cell)
nancyshudson@msn.com

Secretary: Jessica Pozdol
(571) 269-7585 (Cell)
Jn8691@gmail.com

Board of Directors:

George Richardson
(703) 768-1569 (Home)
Richardson13@cox.net

Ron Davis
(703) 280-4461 ((Home)
Concours356@aol.com

Bill Sessler
(703) 368-2367
ssesslerize@comcast.net

Website Coordinator:

Randy Higgins
(703) 853-2235
rjh24@yahoo.com

Sunshine Committee:

Jessica Pozdol
(571)-269-7585 (Cell)
Jn8691@gmail.com

Membership Chair:

Dave Claveloux
(703) 895-5662 (Cell)
dmclaveloux@hotmail.com

The President's Page by Peter Pandolfi

The Bull Run Region had another great month. Work on the September Edgar Rohr Memorial Car Meet is ahead of schedule and advertising for the show is being distributed. We added another new member this month, Kurt Merkling who attended the June meeting. See more about Kurt in the Member News section. We are still trying to get our website up and running again. I am sure Randy will welcome any help he can get in understanding how to work this program. Coming up we have some lame presentation from some guy about his car in July, 🤔 in August we have our picnic meeting at Bill Sessler's home, and in September we have the Rohr show. In the last quarter of the calendar year we will have our Regional officer elections for 2023. All positions are available so if you want to help out in the administration of our club, consider running for an office. We will also have coming up the selection for our annual awards and planning for our annual awards banquet and installation of officers in January. Plenty of opportunity to get involved. I am keeping my comments short this month to provide some room for a message from Jon Battle. Thanks to everyone for adding to the fun.

Pete

After eight years of serving as your presentations coordinator, I will be stepping down from this post at the end of December.

I've enjoyed serving in this position and I hope that you have enjoyed the talks. I am deeply indebted to our many speakers, both Bull Run members as well as outsiders, and to those who have put me in touch with potential outside speakers.

Please consider volunteering to be our next coordinator. You'll meet and work with interesting people with fascinating stories to tell. And you'll be gaining valuable experience in seeking out speakers, scheduling talks, and doing the actual set-up of the projection equipment (when needed) for each talk. Contact me and I'll fill you in on the details: (540) 364-1770, or detailed@verizon.net. I will be happy to work with you during your first few months on the job. And, of course, I would be available from time to time to substitute for you, should the need arise.

In fact, there's no reason we couldn't have two or even three coordinators, which would make everyone else's task easier. If you're interested in getting involved, but not sure you want to handle this job alone, let me know and we may be able to "partner you" with another Bull Run member or members who can share your duties.

Thank you for your help and support over the last eight years! Jon



July Automotive Trivia Question

What importer only sold 2 of their products their first year (1949) on the USA market?

See answer on Page 12

Car of the Month continued

The new Seagrave engine was originally all red as was the ladder truck. Since the town purchased the engine, it had only Manassas markings while the ladder truck had Prince William County markings. In keeping with tradition, fire engines had to be red in color and have a bell in addition to its lights and sirens. Not a legal requirement, just tradition. This unit was an open cab variety, which was determined to be too unsafe in the mid-1970s and coveted by



Front view featuring sirens and front water intake

collectors today. To be clear, it was not a convertible. You rode exposed to the elements and the windshield wipers were on both the outside and inside of the windshield glass. If it bothers you to get wet, you are in the wrong job.

The Seagrave originally came with a 12 cylinder, gasoline engine with, I am told, an intoxicating exhaust note. While very capable, this engine was replaced due to the continual maintenance required to keep the carburetors in sync and having the engine run properly. The replacement was a six cylinder Detroit diesel engine, also producing a distinctive exhaust note, that was highly reliable and easier to maintain. Another feature of this vehicle that was banned in the 1970s was the accommodation for back step riders. The iconic picture of an engine racing to the scene of a fire has fire fighters in the cab, in the bucket seats behind the front seats and fire fighters standing up on the back step holding on as the unit careened through the streets. It even has a buzzer system for the back step fire fighters to signal the driver.



Rear view note the grab bar just below the hose bed and the oversized rear step

This engine is termed a triple combination pumper since it carries its own water supply, the pump and needed hoses. The water tank has a capacity of 500 gallons and the pump can feed water at the rate of 500 gallons per minute. For smaller fires, 500 gallons is more than enough water, but the engine has water intakes on both sides and the front. Water sources can include hydrants, other fire engines natu-



Driver alert button left; cab operated bell right

ral water sources such as a lake or stream and swimming pools. The large, black hoses on the left side of the hose bed are called hard sleeves and are used for drawing water from these other water sources. They are rigid hoses since the pump has to suck up the water into its system. Flexible hoses would collapse under the suction. This engine remained in front line service for 33 years and was considered the most reliable engine out of the four engines operated by the Fire Company.

Continued on Page 9

Editor's Notes by Peter W. Pandolfi:

Your Hobby, Your Newsletter, Your Stories

I welcome any contribution members would like to submit. In this issue you will notice an article by a member on a car museum he visited. This is the kind of item I am looking for. Especially desired are articles on National meets and tours you might attend. Email is the best way to submit items, but if the files are large, burned to a CD/DVD or thumb drive is perfectly fine. I will even take them hardcopy if necessary. This method would be very labor intensive, but I will make it work. Submission deadline and contact information is below. Please use MS Word if at all possible. Thanks in advance for all your support.

Dr. Peter W. Pandolfi
11090 Mountain Run Lake Rd.
Culpeper, VA 22701
Phone: (703) 919-8343

Email: rr4pwp@gmail.com

The deadline for submissions for inclusion in the next issue is the 25th of the month.



July Anniversaries

Chip & Nancy Rohr July 28

July Birthdays

Chip Rohr July 5
Louis Cumperland July 12
Jeanne Welch July 14
David McGlothlin July 21
Rick Pozdol July 25

Note: Your birthday or anniversary not listed? Please let me know the date(s) by email. Spouses as well. Years are not necessary since we are all 29 at heart. Thanks, Pete



Member News

New Members: Welcome Kurt and Briony Merkling of Reston, VA. Kurt attended the June meeting as a guest of Rick and Jessica Pozdol and joined up with our Region. This is his first time as an AACA member. The Merkling's own a 1970 Chevrolet Monte Carlo and we look forward to seeing it in the

future. It is great to have you with us and I am happy to see my presentation did not send you away.

Rohr Car Show: Our 46th annual Edgar Rohr Memorial Car Meet is scheduled for September 17, 2022. A lot of progress has been made with awards ordered, the Scout troop on board, Crusin-For-Heroes charity event in place, and advertising distributed. All BRR members are encouraged to take a group of paper flyers to distribute and car events they attend. We will start soliciting for trophy sponsors, door prizes and silent auction items this month.

Refreshments: Per our by-laws coordinating this is the duty of our Vice President, so Luke Stakenborg will be handling this for 2022. Let him know if you would like to volunteer for any openings.

2022 Refreshment List

Month	Snacks	Drinks
July	Pandolfi	Pandolfi
August	Picmic	Sessler
September	Hudson	
October	Pozdol	Pozdol
November	Gantt	Price
December	Cookie	Exchange

August Picnic Meeting: This is a reminder to all members that our meeting on August 14 will be at Bill and Kathy Sessler's home in Manassas. As in past years Bill and Kathy will provide the main course, usually hamburgers and hot dogs. We ask all members attending to bring a side dish to share with the group. Salads and desserts are always welcome. Also, we ask each attendee to bring for themselves plates, utensils, drinks and chairs. The Sessler's are sure to have some on hand, but not enough for everyone. In addition to enjoying a meal with each other, we will have a short business meeting and Bill usually makes his shop available to tour. Come see his latest projects of antique cars. There will be no presentation at this meeting.

Continued on Page 6



Meeting Minutes

by Jessica Pozdol, Secretary

The monthly meeting of the Bull Run Region was held on June 12, 2022 at the Manassas VFW Hall with 17 members in attendance. The following were the issues discussed:

1. Pledge of Allegiance
2. Treasurer's Report- sent in by Nikki (not present today)
3. President's Report
 - a. Introduction of new members- potential member in attendance Kurt Merkling (owns a couple 70s Monte Carlos)
 - b. Correspondence- thank you card from the Cross's re: the perpetual membership. Donation from Rusty Tozar, past member who moved away, for car show awards
 - c. Clutch Chatter submissions - Need Car of the Month and articles on activities. Send to Pete
 - d. HFR Show Recap - last Saturday, always done in the "old town" section on the street, nice show with good turnout. Pete's car and Rick's car won awards
4. ODMA Report - show made about a \$400 profit plus the club store sales of \$115-ish. Next year's show will be in Fredericksburg, VA and the tour will be in Yorktown, VA if interested.
5. Website/Facebook Update - Randy is going to ask Harry to help him transition the site, still a work in progress. New information, can't sponsor and promote groups. We need to share with our friends to get more PR. Make sure to go to Capital Cruising to see what upcoming shows are happening! Something coming up at a couple of senior centers locally (Manassas & Springfield). Idea to cross-sponsor with other AACA clubs to spread word of all of our shows.
6. Rohr Show Update- next to do, get club volunteers and match up to their assignments. Still looking for folks to put out signs for the day of the show.
7. New Business - none
8. 50/50 Drawing
9. Presentation - part 1 of Rolls Royce, by Pete Pandolfi
10. Adjourn



The National Beat

By Peter W. Pandolfi

The following article entitled "History of Auto Touring—Celebrating Women in History" was written by Jeff Broadus, AACA Vice President—Marketing. It was originally published in the Spring 2022 Rummage Box. I hope you all enjoy it.

They say behind every good man is a good woman. Did you know the first documented trip in a motorized vehicle was completed by a woman, not a man? Thanks to the absolute confidence of Bertha Benz in her husband and his invention, Karl Benz continued his work regardless of repeated setbacks. On January 29, 1886 his efforts were crowned with success: Karl Benz filed a patent application for his three-wheeled "vehicle powered by a gas engine". The world's first long distance automobile journey, of sixty-two miles, was completed by Bertha Benz (wife of Karl Benz), inventor of the three-wheeled Patent motor car in 1888. The trip had proven the safety of the automobile for travel. Although the automobile was still a novelty in America, Europeans were beginning to venture out in motorized vehicles. In doing so, they explored and considered several factors that influenced their routes and stops along the way. Important considerations included where fuel was available, what if the car required maintenance or needed repairs or what do to do to resolve something as simple as a flat tire. Touring today takes into consideration many of the same factors. Today, tour groups around the world must consider, maintenance of vehicles on the tour, fuel, accommodations, meals and entertainment. As early as 1910, several auto clubs had been established in both the United States and Abroad to support and promote these efforts. These clubs worked to improve driving conditions, pass safety laws, map desirable driving routes and, of course promote touring. How can the AACA support your touring efforts? Let us know.



Ernie & Nancy Newland Owners

8665 Sudley Rd.
Manassas, VA 20110-4588
p: (703) 330-2953
f: (703) 330-2956
e: store1717@theupsstore.com
w:theupsstore.com/1717

Hours:
M - F 8 am - 7:30 pm
Sat. 9 am - 5 pm
Sun. 11 am - 4 pm

The UPS Store



Member News Continued

Sunshine: Please remember to notify our Sunshine committee Chair, Jessica Pozdol, of significant events in your life.

Clutch Chatter Articles: I am always looking for interesting articles to publish. Take a stab at writing and article and provide some pictures. Page 4 Editor's Notes contains more information and deadlines regarding Clutch Chatter submissions.

Rohr Show Awards: We are looking for sponsors for our car show trophies.
"Top 35" awards, Class A & B, \$50 to sponsor two awards.


"Class C Award" for post-1996 vehicles, popular vote. First place award only: \$25

Best of Show "Marque" awards, \$75 apiece.

"Prestige" awards, \$100 apiece: Mayor's Choice Award, President's Award, Youth Award.

Awards are on a first-come, first-served basis.

Please contact Jon Battle e-mail detailed@verizon.net.

Presentations: Jon Battle is always looking for more people willing to speak on automotive issues for next year. The speaker does not have to be a member of the Region to be invited to present. So, if you are interested or know someone who would be interested, contact Jon and let him know. 

July Meeting Presentation

By Jon Battle

This month Pete Pandolfi will continue his review of the history of the Rolls-Royce motorcar. In June, he entertained us with an accounting of how the company formed and grew from its inception in 1904 through 1945 at the end of World War II. Pete will pick up from this point and introduce us to Rolls-



1957 Silver Cloud I

Royce in the post war years up to the present day.

Needless to say, there have been many changes taken on by the company. For automobile manufacturing, these years have seen Rolls and Bentley cars manufactured at a much greater pace. We will see the coach building of the pre-war years fade away with Rolls taking on the manufacturing of its own bodies. We will also experience the rise and fall and rise again of the aero engine division. We will also see how the Germans finally conquered the British not with their weapons of war but with their check book. Pete will also have his 1991 Rolls-Royce on display after the presentation.



1991 Silver Spur II

Whatever the results, we are sure to have an enlightening time. Last month, Pete surprised us with an additional drawing during our 50/50 raffle. The winner of the second drawing received a diecast metal model of a 1930s vintage Rolls-Royce. The winner was Dave Gantt. Sorry it was not a fire truck, Dave. This month, Pete promises more surprises in keeping with the topic. Pete is scheduled to provide snacks and drinks for the July meeting. Will this be part of the surprise? To find out you will have to attend our next meeting on July 10 at the VFW Hall in Manassas beginning at 4 pm.



2017 Bentley Mulsanne



June Meeting Presentation

By Jon Battle

At our June meeting, Pete Pandolfi entertained us with the first of two presentations on the history of Rolls-Royce motorcars. Pete first fell in love with Rolls-Royce at the New York Auto Show when he was six years old. Ever since that time he has studied and collected numerous items of this storied marque. He has been a member of the Rolls-Royce Owners Club since 1991 and in 2019 he bought his first, and most likely last, actual Rolls-Royce motorcar. This first presentation covered the formative years of the company taking us for a ride up to the end of World War II.



The original Rolls-Royce 1907 Silver Ghost



Pete Daniels and Dave Claveloux listen to Pete's presentation

Rolls-Royce was first conceived by a meeting of a middle class engineer, Frederick Henry Royce, and a wealthy aristocrat, Honorable Charles Stuart Rolls, in 1904. Royce was the founder and owner of a successful manufacturing company producing high quality electric cranes, winches and generators. Rolls, the son of a British Lord, operated an automotive sales company importing French Panhard cars and selling them to wealthy clients. Rolls was constantly looking for a British made, high quality car to sell. Royce, disappointed with a French car he purchased, was displeased with the quality and reliability. So he re-engineered the car to create his own car with emphasis on quality and reliability. Claude Johnson, Rolls' business manager, convinced Rolls to check out the new Royce car. Despite their age difference, Royce being the elder, the two found common ground and they agreed to form the Rolls-Royce motorcar company with Royce building the cars and Rolls selling them.

The endeavor proved very successful with Rolls selling every vehicle Royce could make. We learned that there several changes over the three and a half decades before the war. The double "R" logo adorned all

Rolls-Royce cars beginning in 1904. The Spirit of Ecstasy mascot made it appearance in 1911 and became standard issue in 1913. With the coming of World War I, Rolls-Royce began making engines for airplanes and converted its acclaimed Silver Ghost model into an armored personnel carrier for the British Army. The vehicles were most famously used by T.E. Lawrence, Lawrence of Arabia, in his desert campaign.

After WWI, the company continued to make and upgrade its aero engine endeavor and branched out into making marine engines, which set several water speed records in the early 1930s. It also continued making high quality vehicles for wealthy clients. In 1921, the motorcar division expanded its production to a facility



1914 Silver Ghost armored personnel carrier

in Springfield, Massachusetts in the United States. These Springfield cars were built from the same materials and were of the same qualities as their British counterparts. This was the only time Rolls-Royce cars were manufactured outside of Great Britain. The American operation closed down in 1931 due to the Depression.

Continued on Page 12

2022 Bull Run Events Calendar

Region Calendar:

July 10—Regular meeting, Manassas VFW Hall
Aug 14—Annual Picnic Meeting -- Sessler's House
Sep 11—Rohr Show meeting -- no speaker
Sep 17—45th Edgar Rohr Memorial Car Meet, Manassas Museum
Oct 16—Regular meeting (delayed for Hershey), Manassas VFW Hall
Nov. 13—Annual business meeting -- no speaker
Dec 3—Manassas Christmas Parade
Dec. 11—Regular meeting, Manassas VFW Hall

Area Calendar:

Jul 15-17 – Chrysler Nationals, Carlisle, PA
Aug 5-7 – Truck Nationals, Carlisle, PA
Aug 13—All GM Show, Ashburn, VA
Aug 25-27 – Corvettes at Carlisle, Carlisle, PA
Sep 28-Oct 2 – Fall Carlisle, Carlisle, PA

National Calendar:

Aug 11-13—Central Fall Nationals, Bettendorf, IA
Sep 10-16—Sentimental Tour, Gettysburg, PA
Sep 18-23—Reliability Tour, Shepherdsville, KY
Oct 4-7—Eastern Fall Nationals, Hershey, PA



What's In a Name

By Peter W. Pandolfi

I have always been fascinated with automotive logos and badges. This article will present a badge or logo and provide a brief explanation of the item. The source for the following information was derived from information posted on the open sources.



The iconic three point star

The three point Mercedes star is often judged the most recognizable trademark in the world, yet the star device does not date back to the start of the company. Mercedes can trace its origin back to Karl Benz's 1886 Motorwagen, the first gas powered car, and an engineer, Emil Jellinek, who named a car after his

daughter, Mercedes, in 1901. It wasn't until 1926 that Gottlieb Daimler merged his company with Benz. The result became the Mercedes-Benz. Daimler had patented the three point star, which had originated from an 1872 postcard from his father marking the location of their home with a three point star. He combined the star with Benz's laurel wreath used on his first cars.

This strong graphic emblem became the symbol of the prestigious German Marque. At first it was a simple



The full Mercedes-Benz logo since 1926

star decorating radiators. The circular frame came later. Together, the Mercedes-Benz star's 3 points represent the company's drive for universal motorization, but each point also has its individual meaning. The points represent land, sea, and air; environments the company believed they would one day dominate with Mercedes-Benz engines.

From the 1920s onward, however, design chiefs had the brilliant idea of mounting the star in a circle on the front hood. It became an instantly recognizable symbol that lasted until the end of the 20th century, when concerns about the danger of accidents with pedestrians forced a change.

Mercedes models now retain this iconic logo by featuring a large encircled star as an integral part of the design of the front of all models, from the humble A Class hatchbacks and commercial vans to the GT supercar and SL luxury flagships. Some of these grille mounted stars illuminate when the headlights are turned on.



Car of the Month continued

In the 1980s, the Fire Company changed its livery to white over red in keeping with most southern fire departments. The controls inside the cab were simple. The Seagrave came with a five speed manual transmission. To pump water you had to move a lever on the pump panel from road to pump, depress the clutch and place the transmission in fourth gear. A lock bar would fasten around the shift lever to hold it



Simple dash and controls.

in gear while pumping. Pumping a fire engine is a mix of both art and science.

The driver was actually a driver/pump operator. This critical function could get very complex. The operator had to know which hose lines were being used, the diameter of the hoses, the length of the hoses and the pressure of the incoming water. From all this information, the operator could calculate the friction loss within the hose line and determine the pressure that the water had to be pumped at for each line to



Picture of rear hose reels used on smaller outdoor fires



The various gauges and valves of the pump panel

ensure enough water reached the hose crew fighting the fire. Too little pressure and not enough water would make it to the fire. Too much pressure and you would knock over your hose team. For a smaller diameter hose, the pump pressure was between 150 and 160 pounds per square inch. As the hose diameter went up, the pressure needed would come down since larger diameter hoses have less friction loss. No matter what the case, fire fighting is a serious workout.



A friction loss computer on the pump panel using the knurled wheels on the right.

The 1966 Seagrave engine is on display in the Fire Company Museum but is still used to support Fire Company functions such as recruiting, Santa runs at Christmastime, supporting funerals of fallen fire fighters, and various public safety events. The engine was affectionately given the name "Pops" due to its age. This engine has appeared in several Rohr car shows and is treasured by both the Fire Company and Fire Museum.



2022 Historic Fredericksburg Meet

By Peter W. Pandolfi

All photographs for this article are provided by the author and Rick Pozdol.

On June 4, the Historic Fredericksburg Region hosted its annual meet in old town Fredericksburg, VA. Returning to its downtown street format, the show was well attended with a broad spectrum of outstanding automobiles. Three Bull Run Region members attended the show, Ron Davis, Rick Pozdol and Pete Pandolfi. This well orchestrated show was enjoyed by all attendees as well as the citizens of Fredericksburg and their families. The weather was wonderful with the entries extending four city blocks.

Rick's Grand Prix wound up being parked right next to Pete's Rolls-Royce by coincidence. While it was great to have someone you knew nearby, that in no way prevented interactions with the wide range of spectators who had questions or at least an interest in the cars. Also, by coincidence, both these cars received awards at the end of the show. Pete's car captured Second Place in its class of British Cars. Just to be clear, there were more than two cars in this class. If fact, there were two other Rolls-Royce cars in the show along with a number of MG's and Triumph's. Rick's Pontiac captured Best of Show GM. There were a couple of other GM cars at the show as well, like three or four dozen!

This was Fredericksburg's 65th annual show and was in keeping with their tradition of hosting a well organized and well attended show. I encourage all our members to attend this show next year. Whether you have been to several of them over the years or it is your first time, you will have a great time. For now, enjoy some pictures from the show.

Photographs from June 4 Show



Rick and Pete's cars on display



Rick receives Best of Show from Fredericksburg Mayor



Rick Pozdol, left, and Pete Pandolfi, right with their awards



Continued on Page 11

Fredericksburg Car Meet continue



Continued on Page 12

Fredericksburg Car Meet continued



The Parking Lot

Disclaimer: The Bull Run Region does not guarantee or endorse any of the items and services appearing in this feature column. Such items and services are solely the opinions of the Bull Run member submitting the item for publication and transactions are solely between the provider and recipient. Bull Run Region provides this space as a service to our mem-

bers and reserves the right to deny publication of submissions at the discretion of the Editor.



June Presentation continued

1931 was a significant year for Rolls-Royce. In that year it was decided to change the double "R" logo from its traditional red lettering to black. Henry Royce believed the red clashed with some of the different colors his car were painted. He opted for black lettering as it was universally compatible with any color. This change took effect in 1933 fatefully coinciding with Royce's death. In 1931, Royce was knighted by King George V and was dubbed Sir Henry Royce. 1931 also saw the end of automobile production by a company known for its racing prowess, Bentley. Being of equal quality but sportier, Rolls-Royce pursued the purchase of Bentley which was finalized in 1933.

Rolls-Royce continued to manufacture both its own car models and Bentleys up to the beginning of World War II in 1939. With automobile production put on hold, the company concentrated on providing aircraft engines and marine engines. In the late 1930s, they developed the Merlin engine which found its way into some of the most famous wartime aircraft. The Spitfire fighter plane, and Lancaster bombers as well as the U.S. P-51 Mustang all used Merlin engines. Since England was under continual bombing from Germany, many of these engines were produced by Packard in the United States. The Merlin engine was also modified as a marine engine and saw service, most notably, in PT Boats.

Next month will cover the rest of Rolls-Royce history and provide a taste of Rolls-Royce life.



Rich Suffice | www.decent.org

July Trivia Question Answer:

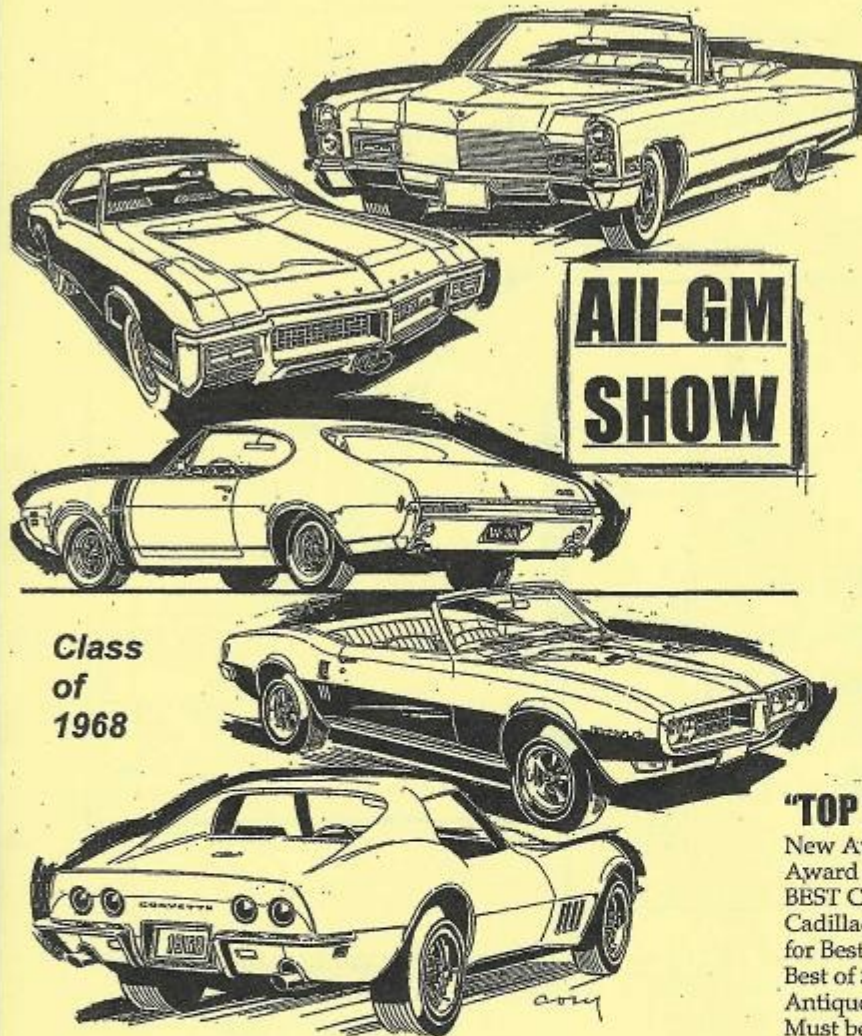
Volkswagen only sold two Beetle's here in America in 1949.

Ashburn, Virginia!

Sat. Aug. 13
9am-2pm
2022

Rain --or-- Shine!

Eagle Ridge Middle School
42901 Waxpool Road
Ashburn, VA 20148
(See Map on flyer back)



**Class
of
1968**

"TOP 25" Peer Judged vehicles

New Award Format. TOP 25 vehicles receive Award plaques. Antique Gas Pump Trophies for BEST Chevrolet, Oldsmobile, Pontiac, Buick, Cadillac, Truck & GMC Motorhome. Also awards for Best Pre-War vehicle and Paint Job. Best of Show Stock & Best of Show Modified Antique Gas Pump Trophies as well. All entries Must be manufactured by General Motors.

2022
All-GM
SHOW

_____ **PRE-REGISTRATION FORM** *(Postmark by 8/6 and save \$5)*

Name: *(please print clearly)* _____

Address: _____

City: _____ State: _____ Zip: _____

Year/Make/Model of GM Vehicle: _____ / _____ / _____

- ☐ Pre-Show Registration: \$15 each *(Postmarked by 8/6)* _____
☐ Flea Market Space: \$15 each *(Postmarked by 8/6)* _____
☐ All Day-of-Show Registration: \$20 each _____

Total: \$

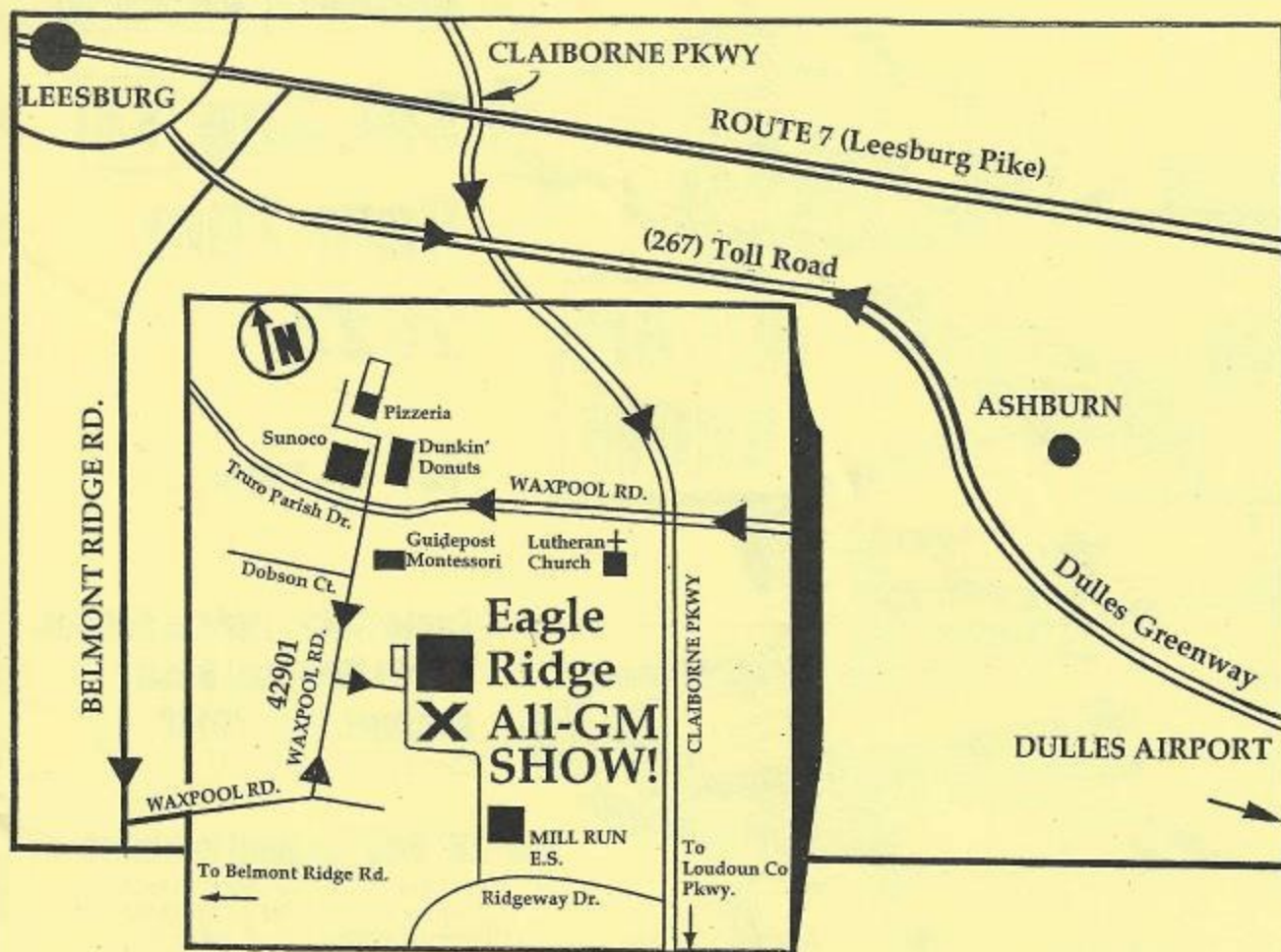
Please make checks payable to: **Capitol City Rockets/OCA**
Mail to: **CCR, PO Box 4244, Ashburn, VA 20148**

Or register online via PayPal at: **www.capitolcityrockets.com**

Email address: _____

Liability Waiver: In consideration of the acceptance of the right to participate, entrants, participants & spectators by execution of this entry form release & discharge the Metro Chapter/B.C.A., the Capitol City Rockets Chapter/O.C.A., Eagle Ridge M.S., their PTA and LCPS and their officers, directors, employees, and anyone connected with management or presentation of the "All-GM Show" of any and all known injuries, damages, claim and/or losses from any cause whatsoever that may have been suffered by an entrant to their property.

Signature: _____ Date: _____ Cell#: _____



Food vendors ● Flea Market Space
Trailer Parking Area ● Music DJ ●
RAIN-OR-SHINE! ● Dash Plaques
To the first 100 vehicles ● FREE to
Spectators ● Door Prizes ● Peer
Judged TOP 25 cars! ● Antique Gas
Pump Trophies to Best Cadillac, Buick,
Oldsmobile, Pontiac, Chevrolet and
GMC Motorhome! ● \$15 Pre-Registration-
\$20 Day-of-SHOW

For more info contact Joe Padavano
(703) 927-9196 or email:
Joe_padavano@rocketmail.com





Contacts:

Registration: Jim and Sally Batchelder (703) 339-2064

Show Information: Gene Gilkey (703) 830-5313

Randy Higgins (703) 853-2235



46th Edgar Rohr Memorial Car Meet Saturday, September 17, 2022

**Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM**

All attendees must comply with current COVID-19 restrictions and advisories

All show vehicles must enter Prince William Street at Grant Avenue



Go to www.cruisinforheroes.com for
information on Fisher House



Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1997 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

**1955 Mercury Monterey
Owners: Gene & Jennifer Gilkey
2021 Arthur Ault Award Winner**



MEET RULES:

All show vehicles will be classed as Stock, Modified, or Post 1997 upon arrival by Bull Run Region and decisions are final.

Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.

Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.

Post 1997 vehicles, whether stock or modified, are in Class C

Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.

All vehicles must have a fire extinguisher.

Vehicles must be driven onto the show field under their own power

Once parked, vehicles must remain turned off until the meet is over at approximately 3:00 pm.

Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.

Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.

Results of the vote tally are final.

No alcoholic beverages are permitted.

No food sales unless authorized in advance by Bull Run Region.

Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

TOP 35 Class A & B

Class A – All Stock vehicles up to 1997

Class B – All Modified vehicles up to 1997

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1997)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

*Class awards are based on vehicles receiving the most votes.

The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show.

Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS All show vehicles must enter Prince William Street from Grant Avenue

GPS Directions use 9500 Liberty Street Manassas, VA

From I-95: Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance. From Osbourn HS. Make right turn onto Main St and go to Church St, left turn onto Church St, then turn left at the light onto Grant Ave (Business 234) go under the railroad overpass and turn left onto Prince William Street at first light. Follow signs to car show entrance.

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder, 7702 Cashland Ct., Alexandria, VA 22315

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Car pre-registration (received by 9-14-2021): **\$20**

Show-day registration: **\$25**

Car Corral registration: **\$30**

Flea Market vendor registration: **\$30** for 10' x 15' space

Registration includes \$5 donation to Fisher House

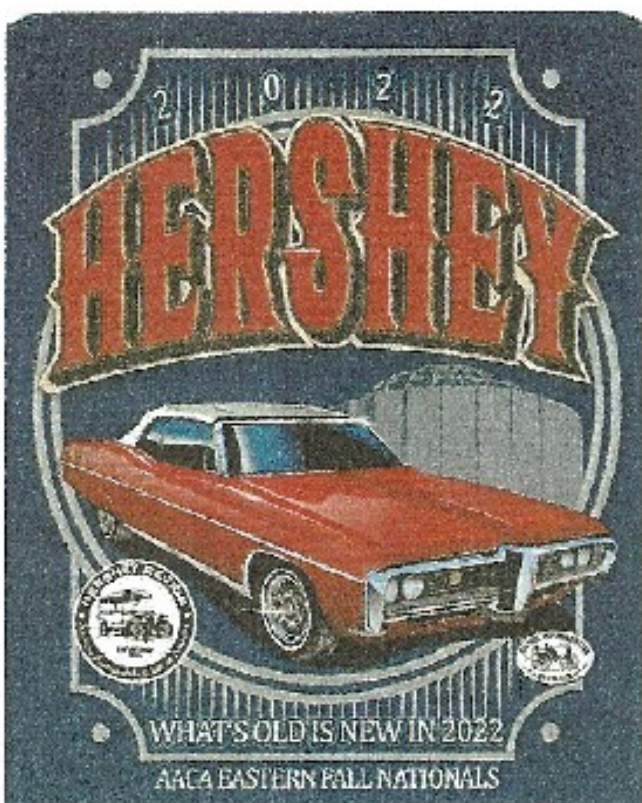
Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____



Hershey 2022

October 4-7 (Tuesday - Friday)

Flea Market & Car Corral Info:
fallmeet@hersheyaaca.org

For more information...
hershey.aaca.org
717-566-7720