



THE CLUTCH CHATTER

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Car of the Month **The Rustang: 1967 Mustang** *By Randy Higgins*

Do you remember the 1983 movie Christine? The main characters, Arnie and his best friend Dennis, were on their way home after a particularly bad first day of school when Arnie spotted an abandoned, rusting hulk of a 1958 Plymouth Fury parked in a yard. He enthusiastically pleaded with Dennis to back up to get a better look. Arnie had the “car guy gleam” in his eyes as he ran his hands over



1967 Mustang Coupe

the decrepit car. We all know that look, and, admit it or not, we’ve each had it once or twice – perhaps more. It was love at first sight, and no amount of reasoning from Dennis could dissuade Arnie from buying it. As the movie unfolds, Arnie is met with disapproval and negativity from his parents, friends, and even his girlfriend for buying the car. He was told by Will Darnell, owner of the local garage where Arnie restores the car, that “you can’t polish a t*rd.” Arnie presses on, proving them all wrong as the rusted-out old car emerges as a gleaming, beautiful work of art. As the movie unfolds, we learn that Christine is possessed and goes on a murderous rampage against all of the nay-sayers, eventually turning on the one person who loved her – Arnie. As the movie ends, Christine is fed into a crusher and emerges as a solid block of scrap.

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Winter is almost over! I am not sure it really started for us. That means show season is about to begin. I am excited thinking about all the local opportunities that are available for everyone to take in. Let's start with the ODMA Annual Car Show on March 31 and April 1 in Fredericksburg. I know the Historic Fredericksburg Region has a great time planned culminating in the Saturday car show and awards dinner on April 1 — no foolin! HFR has always been a strong supporter of our events and it would be great to see a strong Bull Run Region showing at this event.

This is followed by the Eastern Spring National in Gettysburg, PA on May 18-20. Then it is back to Fredericksburg for their annual car show on June 3. On June 10 head back to Gettysburg for the Latimore Car Show and stay in Gettysburg to attend the Rolls-Royce National Car Show June 13-17. June 18 brings up the annual Father's Day car shows at Sully Plantation in Chantilly, VA and Warrenton, VA.

Now you can take a little breather as we prepare for the Edgar Rohr Memorial Car Meet on September 16 in Manassas, VA. Then on October 3-6 you can take in the Eastern Fall Meet at Hershey, PA then cap off your year with the Manassas Christmas Parade on December 2. It is not often we have so much available within a two hour drive from Manassas. So get out there and enjoy your classic vehicles. While you are at it, talk to the people as you show your car and encourage them to join us in the fun. Remember you do not have to own a collectible car to join the club.

Speaking of which, we have seven Bull Run members that have not renewed their membership this year. This loss was balanced out by the five new member we have gained, but we hate to see anyone leave. Please talk to your neighbors and friends about joining with us. There are many members of the National AACA that are not affiliated with any Region. You never know where you will meet our next member. I was at DMV when I overheard someone trying to register his Austin-Healey 3000 with period tags. The DMV rep was having trouble getting him to understand the process. I butted my way in and explained to him what he had to do and then invited him to join the Region. It can be just that easy. Pete



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The UPS Store

March Automotive Trivia Question

What was the lowest priced mass produced American car?
See answer on Page 13

Car of the Month continued

In the summer of 2005, I experienced my own version of Christine. Sitting in the parking lot of the Manassas firehouse, where I was a volunteer fireman, was a car hiding beneath a beige cover. I could tell from the outline that it was a 1967 or 68 Mustang coupe. I had walked by the car numerous times in the past, paying little attention, but that particular day it beckoned to me, stopping me dead in my



Rusted out cowl, common early Mustang problem

tracks. As I pulled the cover back, I got the “car guy gleam” as the grille of an Acapulco Blue Mustang stared back at me.

I inquired about the car’s owner and was told it belonged to a fellow fireman, Pete Pandolfi. If the name sounds familiar, it’s because the same Pete Pandolfi currently serves as the Bull Run Region president. When I approached Pete to ask about the car, he told me that it was actually owned by his son, Phillip. He said the car was parked because of a



Frame removal using custom alignment jig

blown rear brake line. He asked if I was considering buying it, and I told him I was *thinking* about it.



Jimmy Higgins cutting out rear quarter panel

Looking at me inquisitively, Pete told me the car wasn’t in the best of condition – it had a lot of rust and other issues. He was diplomatically telling me to *run!* Despite his best efforts to deter me, I went outside .



Rust, rust and more rust

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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.

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



March Anniversaries

Rick & Jessica Pozdol March 26

March Birthdays

Kathy Hermann March 7
Ada McGlothlin March 17
Randy Higgins March 17
Pete Daniels March 21
Rick Healy March 24

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

Meeting Presentations: Jon Battle has officially retired from this position. Randy Higgins is temporarily leading this effort as we look for someone to take over as coordinator. Your duties are to line up speakers to address various automotive topics at most of our monthly meetings and provide an introductory article

and summation article for the Clutch Chatter. Please let Pete, Randy, or Jon know if you are interested.

Refreshments: Bill and Kathryn Sessler have volunteered to host the picnic meeting in August for a second year in a row. Vice President Randy Higgins is looking for someone to fill the July meeting slot. Anyone interested in either opportunity please let him know. Special thanks to Bill and Kathryn, and thanks to all who have volunteered.

2023 Refreshment List		
Month	Snacks	Drinks
March	Newland	Stakenborg
April	Claveloux	Pandolfi
May	Loren	Patton
June	Gilkey	Gilkey
July		
August	Picnic	Sesslers
September	Hudson	Hudson
October	Richardson	Richardson
November	Pozdol	Price
December	Cookie	Exchange

Website: Randy Higgins is busy redesigning the Region's website. If you have any ideas or talents to assist him, please let him know. Don't forget members can have pictures of their cars put on the website. Randy is currently reviewing that area.

ODMA Annual Car Meet: The 2023 ODMA Annual Car Meet will be held in Fredericksburg, VA on April 1, 2023. No fooling! All Bull Run Members are encouraged to attend this event to support the Historic Fredericksburg Region as they have supported our events in the past. It is sure to be a great show and is right next door to us. The meet announcement and registration form are published in this issue of the Clutch Chatter with all the details.

Volunteers: We are always looking for new ways to improve the "Bull Run experience". If you have an interest or idea, or would like to help on a current initiative, please let any of the Bull Run officers and Board know. One of us will get back to you to make any arrangements or put you in contact with one of the project coordinators. Get involved! It's fun!



Meeting Minutes

by *Bill Sessler, Secretary*

The monthly meeting of the Bull Run Region was held on February 19, 2023 at the Manassas VFW Hall with 23 members in attendance. The following were the issues discussed:

1. Pledge of Allegiance
2. Treasurer's Report: Read and approved.
3. President's Report:
4. Pete opened with a final appeal for members to renew their membership by the end of the month. Nine members from last year have yet to renew. Pete and Dave will again reach out to those members individually. He then presented a review of the National Convention focusing on the opportunities and agenda of the convention. See separate article in this issue. Lastly, he reviewed several initiatives for the Region to consider this year. He did not expect a decision on them at this meeting, but wanted to introduce them to give members time to consider each initiative. Key initiatives were to establish an electronic method for payments of dues, show fees and other Region events, expand Region activities with local tours or other activities, consider hosting a National Tour or Show in 2024 or 2025, and expand by one or two the Region's annual awards.
5. Rohr Show report: Before launching into the show report, Randy thanked the Region for electing him as Vice President for this year. Regarding the show, all needed permits have been acquired and for now all is set for this years car show. The city may charge us for the use of the Police at an expected at a cost of \$1,500. This may be excused by the city, but there is no guarantee. To cover this cost, registration prices will rise by \$5 across the board. Additional work is needed in setting up a better flea market. The Committee is considering selling the vendors and other related merchants a possible \$100.00 fee with promotion on our part to benefit both the businesses and our Region. It was also proposed that we change the classes for trophies to ten year breaks. That is a set of trophies for each decade. 1900 to 1910 , 1911 to 1920 and so forth. The Best of Show Un-restored award is deleted, but a Best of Show Truck Under 1 Ton and Best of Show Truck Over One Ton are added. These decisions increases the number of awards presented by two.
6. Website Update: Randy recommended that he be

allowed to work with a professional to reset our web site. 500.00 was suggested. A motion was made and seconded to allow Randy to pursue this. The motion was passed .

7. ODMA: Pete Daniels gave a brief report concerning the date and location of the ODMA Annual Car Show. (See flyer in this issue)
8. New Business: Randy made a motion to research the updating of our visual aid system for our guest speakers up to a cost of \$500.00. The motion was seconded and passed. Since John Battle wants to retire from most of his efforts in the acquiring of speakers, Randy for the time being offered to fill the gap with John's help with the expectation of some member or members to step in and continue these important duties.
9. Randy also reported that as a Region we must reach out to younger people to become active members and mentioned may ways this can be accomplished.
10. Randy then made a motion to include all first responders in receiving a free first year membership as we do with the military active and retirees. Pete mentioned that this idea was also brought up on the National level for AACA membership. The motion was seconded and approved.
11. Randy then brought up the subject of electronic payments and the benefit to the Region as something to consider. He will research the options and report back in next months meeting.
12. Steve Dietz gave a presentation om AMC Motors and his 1973 Javelin AMX.
13. 50/50
14. Adjourned.



Car of the Month continued

and looked the car over with the cover off. It was indeed a 1967 since there were no fender reflectors. Yes, it had rust, but I could fix that. The tires looked good, the body looked straight, and the glass was intact. In retrospect, I should have researched the “trouble” areas in the older Mustangs, but who has time for that? Despite many serious issues staring me directly in the eyes, the “car guy gleam” prevented me from seeing them. We’ve all been in this spot before, right? Despite Pete’s best attempts to change my mind, a deal was struck on November 17, 2005. The car was mine.



Sep 2005, First Time Uncovering

On April 3, 2006, a tow truck dropped the car off in my driveway. Wasting no time, me, and my sons, Joe and Jimmy, got to work. We removed the spark plugs and added Marvel Mystery oil to the 1979 302 engine that, at some point in the car’s life, replaced the original 289. We were able to spin the engine over by hand easily. With a new battery installed, we had it fired up and running in short order. It ran smooth and didn’t smoke. Putting the transmission in gear, we cautiously drove the car forward and reverse, knowing there



Randy working with a broken neck

were no brakes. So far, so good. Our next step was to install new brake lines, wheel cylinders, and brake shoes. While waiting for the parts to arrive, we got to work assessing the extent of the rust, which turned out to be *much* worse than it originally appeared. The most severe rust was revealed after removing the front fenders. It was a heart-stopping moment. Everything,



The 302 cu in V-8 after removal

and I mean everything, was badly rusted, resulting in the car earning the nickname “Rustang.” The cowl, front fender aprons, frame rails, and shock towers were destroyed by rust. The frame had holes in it. Honestly, I’m glad it wasn’t in driving condition because it most likely would have folded in half at the first bump in the road. It was that bad. I should have listened to Pete, but I wouldn’t have this story to write if I had.



Inspection showing rust

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The National Beat

By Peter W. Pandolfi

The following article entitled “Why Go to an AACA National Show” was written by John McCarthy, AACA Vice President—Endowments. It was originally published in the Fall 2022 Rummage Box.

The obvious answers are to show a vehicle, see a wonderful field of vintage vehicles, judge, get away for a long weekend, renew friendships, and make new acquaintances.

For many years we have attended several AACA Nationals each year for all the above reasons. Another reason is to see an area of the country that we have not seen and would probably not have gone to other than for the fact that a National show was taking place. But there is more. In addition to the show there is judging school, a large selection of continuing judges’ education courses, and trips to historical sites and antique car collections some of which are not generally open to the public.

At the recent Central Fall Nationals held in East Moline, Illinois hosted by the Mississippi Valley Region there was much to do and see. East Moline is part of the Quad Cities and is on the Mississippi River. The host hotel was a new Hyatt which was a few minute walk to the new Bend XPO Convention Center that housed the show vehicles.

Thursday afternoon there was a guided tour of the Quad Cities and the I-80 Truck Museum followed by a free ice cream sundae social in the evening. The I-80 Truck Museum is one of the finest in the world, and if you have not been there in a few years it is time to go back as it was recently expanded.

Friday began with a short drive to the Dahl Auto Museum. The museum consists of mostly 1930’s to 1960’s cars that were traded-in at one of the Dahl family’s many dealerships. There were many nicely preserved vehicles, including many orphan cars, signs and memorabilia. The Dahl family covers five generations including a Ford dealership that goes back to 1911 and is the seventh oldest family-owned Ford dealership. Friday afternoon was the AACA roundtable, judging school and a team captains school. Friday evening consisted of a boat ride on the Celebration Bell Riverboat including dinner.

Saturday was show day at the Bend XPO Center. It is nice to judge when the vehicles are indoors. The Awards banquet followed inside the Center.

If you were not able to make this Quad Cities Nationals, you will have another opportunity in 2023. The

AACA Grand National and Zenith competition will take place in Bettendorf Iowa right across the river from East Moline in August 2023. These shows are not to be missed.



February Meeting Presentation

By Jon Battle

The American Motors Corporation, and specifically its “AMX” 2-seater sports car, were the subjects of a presentation by Bull Run member Steve Deitz at the February 19 meeting.

AMC was the last “independent” competing with the “Big Three” automotive companies (G.M., Ford and Chrysler). It was formed in 1954 by the merger of the Nash-Kelvinator Corporation and the Hudson Motor Car Company, which was the largest corporate merger up to that time. (The merger was part of a



Steve Deitz providing a short history of AMC

failed plan to combine Nash, Hudson, Packard and Studebaker into a single company.) During its 33-year lifetime, AMC produced such varied nameplates as the Rambler, Metropolitan, Hornet, Rebel, Matador, Pacer, Concord, Javelin, Gremlin (the first north American built sub-compact car), Spirit, Eagle (the first cross-over S.U.V.), and Jeep (which AMC purchased in 1970). Starting in 1979, Renault began to accumulate a controlling interest in AMC, and the two companies partnered to produce the Alliance and Encore automobiles. Then, in 1987, Chrysler Corporation bought AMC.

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AACA National Convention

By Peter W. Pandolfi

The AACA National Convention was held in Williamsburg, Virginia on February 9-11, 2023. The host hotel was the Doubletree Williamsburg and once again the event was a huge success. I attended for the entire time, representing the Bull Run Region.

Convention is a time to participate in various activities and an opportunity to get to know AACA members from around the country as well as the National Staff. It is a place to share ideas, input to the National agenda and confront some of the challenges facing AACA as we move forward. It is also a time to recognize National award winners and outgoing National officers, and welcome the officers for the present year.

This year things kicked off on Thursday with a variety of tours of local attractions. In the morning there was a choice of visiting the American Revolution Museum at Yorktown or the Mariner's Museum in Newport News. I chose the Mariner's museum since they are



Pete's Rolls in front of the Mariner's Museum

conserving the remains of the USS Monitor. I plan an article on this museum tour for the April edition of the Clutch Chatter. In the afternoon, there was a choice of touring Colonial Williamsburg or the Sherwood Forest Plantation, home of U.S. President John Tyler. The first day culminated in the Board of Directors Welcome Reception featuring a pizza and salad bar.

Friday started with a wide range of seminars, conducted by experts in their field. Some of the topics presented were "How to Get Your Car Published in the Antique Automobile Magazine", "Let's Talk Newsletters", "Market Value Trends", and "The Lady and the Automobile". This year a CPR certification course was offered by the American Heart Association. This year a First Lady's Luncheon was held hosted by Denise Tuck with entertainment provided by Craig Daniel. In years past, this was the First Lady's Breakfast. Af-

ter the luncheon, there were more seminars offered with the day culminating in the Regions & Chapters Dinner. This buffet style dinner provided an opportunity for Region and Chapter Presidents/representatives to meet and discuss issues facing their organiza-



AACA Conventioneers with ship bow mascot

tions in a relaxed atmosphere. It was also an opportunity to present any donations to AACA and the AACA Library. At this time I presented on behalf of the Bull Run Region a check to National AACA and a check to the AACA Library. After the dinner, entertainment was provided by the Mystical Magical Mer-

man. Saturday was an all business day. Seminars continued plus a Team Captains School, National Judging School, Advanced National Judging School, and Chief



Attendees attend one of many seminars

Judge School. At 2 pm, attendees convened for the General Membership meeting. Again, there was recognition of incoming and outgoing National officers. AACA CEO, Steve Moskowitz, gave us the state of the association and plans for the future. Copies of the 2022 Annual Report were distributed. The 2023

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Car of the Month continued

Further assessment revealed that the dashboard was completely rusted out due to the failure of the cowl vent towers, which rusted through, allowing water to free-flow into the car every time it rained. The floor pan, rear quarters, trunk lid, tail light panel, and trunk floor all needed replacing. After assessing the totality of the rust and the associated costs, I decided to put the brakes on the project and scrap the car. Both of my sons objected and convinced me that it would be a “fun” project to work on. I caved to their enthusiasm,



New front frame and sheet metal

and a complete resurrection, which lasted for the following nine years, was undertaken.



Fenders and rebuilt engine installed

We removed the entire front clip from the firewall forward and, using a custom frame jig we built, replaced it with new frame rails, fender aprons, radiator support, battery tray, and shock towers. The only re-

usable piece was the cross member. A new dashboard and cowl assembly were sourced from newly tooled Dynacorn parts. The front brakes were upgraded to disc brakes using the spindles and proportioning valve



New floor pan installed and primed

from a 1975 Granada. The old, leaking, and troublesome power steering assembly was replaced with a rack and pinion steering kit from Ididit. The bodywork was completed with a new floor pan, toe boards, seat risers, tail light panel, rear lower quarters, trunk floor, and trunk lid. Everything was prepped and painted with epoxy sealer primer.



Reproduction dash board installed

Moving on to the mechanicals, the engine was refreshed with new cam, crank, and main bearings, oil pump, water pump, camshaft, cylinder honing, new piston rings, Edelbrock polished aluminum intake, Holley four-barrel carb, ceramic coated headers, glass pack mufflers, and Shelby style exhaust. We took a gamble on the transmission and just changed the fluid and filter and reinstalled it. The seats were recovered by a local upholstery shop, and a new interior kit was purchased.

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Car of the Month continued

Work progressed as the weather and funds permitted, as we worked in an unheated garage on a limited budget. During the summer of 2008, I was severely injured in an automobile accident, resulting in a broken neck, leg, and ankle, after trying to replicate a Dukes of Hazzard jump in my Explorer. The jump was executed perfectly, but the landing was a little hard. Despite wearing a rigid neck brace and a cast on my right leg, I still managed to get some work in on the car despite the doctor's orders to the contrary.



Painting under the hood

In 2009 we fired up the 302 for the first time since rebuilding it. It started and ran well, which was a huge relief. We were anxious to take the car for a spin around the block and didn't let the lack of fenders, hood, seats, or doors discourage us. Using a cou-



Restored underneath view

ple of step stools for seats, we backed out of the driveway and sped off. The transmission upshifted

perfectly, the rack and pinion steering felt great, and, best of all, the brakes worked. We made several more laps around the block, with each of us taking a turn between driving and riding shotgun.

After assembling the body – fenders, hood, and doors – the Mustang sat relatively untouched for the next few years. All that was needed to complete the project was the assembly of the interior and final paint. Unfortunately, that never happened, as a new project came around in late 2013 which required me to free up garage space. On Christmas Eve 2013, the Mustang was loaded on a trailer for its new home in Baltimore to become a Terlingua tribute car. Although the new owner promised to keep me posted on his progress, I never heard from him again.

Fortunately, my version of “Christine” did not result in any murders or the car being crushed at the end. Despite Pete's warnings, I am glad I followed the “car guy gleam” and bought the Mustang. It was a great father-son project that created many good memories.



February Presentation continued

Over the years AMC earned a reputation for making compact, economical cars, which its predecessor Nash had pioneered in 1950 with the Rambler, the first successful compact car in America. While its output was modest in comparison with that of any of the Big Three, its Rambler brand increased in popularity and in 1960 and 1961 reached third place in domestic car sales. Design was always an AMC hallmark; Motor Trend magazine designated the entire Rambler line as “Car of the Year” for 1963, and gave the 1983 award to the Renault Alliance, a joint effort of AMC and Renault.

Steve played videos of several AMC television commercials during the course of his talk. The company's ads --both print and television – often used smart, “hip” humor to appeal to younger buyers. Steve also created a display of AMC brochures, printed ads and shop manuals, which Bull Run members viewed after the presentation.

Because of its diminutive size and economic disadvantage (in relation to The Big Three), AMC relied on its ingenuity to create “niche” products on shoestring budgets, while its larger competitors could pour millions into massive research and design departments. While Ford had the resources to recover from the low sales of Edsel, AMC did not have the financial cushion to recover from the unpopularity of the Pacer.

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AACA National Convention continued

officers were given the opportunity to present their goals and initiatives for the coming year. Region Presidents/representatives were given the opportunity to address the group with their activities for the coming year and the meeting concluded with an open forum for anyone to voice issues, topics or questions to the group. This four day event ended with the National Awards Banquet with over 66 individual awards being presented plus a number of Master



Pizza and Salad Bar Mixer

Webmaster and Master Editor awards. The Clutch Chatter received its fourth consecutive Master Editor Award this year.

Throughout the four day period, a wonderful breakfast buffet was available at no charge to attendees. The annual trade show was available throughout the period as was the J.C. Taylor hospitality room. As the general membership meeting was concluding, the



AACA Presidents and Board members

hotel surprised all of us with a complimentary hot chocolate bar. In my estimation, three major themes presented themselves aimed at preparing AACA for the future. Chief among those was membership. Not just retaining and expanding membership but also attracting young people into the hobby. Collateral to this is adopting greater use of technology. In order to attract younger members, we need to provide an environment that is comfortable for them. I think we can all see that paying for things using cash or checks is quickly disappearing to the use of electronic payments. The third is communication at all levels. We need to advertise ourselves through local events, websites and word of mouth. This is a task for every AACA member.



Two views of the Trade Show



Annual Business Meeting underway

In conclusion, this year's National Convention was another wonderful time of comradery and accomplishment. I encourage everyone to take in a National Convention for either the entire time or even just a day. You will not be disappointed.



2023 President
Fred Trusty



2022 President
Wayne Tuck



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

The Pierce-Arrow Motor Car Company was an American motor vehicle manufacturer based in Buffalo, New York, which was active from 1901 to 1938. Although best known for its expensive luxury cars, Pierce-Arrow also manufactured commercial trucks, fire trucks, boats, camp trailers, motorcycles, and bicycles. In 1901, George Pierce had built his first single-cylinder, two-speed, no-reverse *Motorette*. In 1903, the company produced a two-cylinder car, the *Arrow*.

In 1904, Pierce decided to concentrate on making a larger, more luxurious car for the upscale market, the *Great Arrow*. This became the company's most successful product. The solidly built, four-cylinder car won the Glidden Tour in 1905 driven by Percy Pierce in a *Great Arrow*.

In 1909, U.S. President William Howard Taft ordered two Pierce-Arrows (and two White Model M Tourers) to be used for state occasions, the first official cars of the White House.



In 1910, George Pierce died. In 1912, Herbert M. Dawley joined Pierce-Arrow. He designed almost every model until 1938. Until 1914, Pierce-Arrow also made a line of motorcycles, including the Pierce Four.

In 1914, Pierce-Arrow adopted its most enduring styling hallmark when its headlights were moved from a traditional placement at the radiator's sides, into flared housings molded into the front fenders of the car. This gave the car an immediately visible distinction in front or side views. At night, the car appeared to have a wider stance. Pierce patented this placement, which endured until the final model of 1938, although Pierce always offered customers the option of conventional headlamps; only a minority ordered this option.

The Pierce-Arrow was a status symbol, owned by many Hollywood stars and tycoons, and a favorite

was the Pierce-Arrow Town Car. Most of the royalty of the world had at least one Pierce-Arrow in its collection. Some have described Pierce and two of its rivals among American luxury cars, Peerless and Packard, as the "Three P's of Motor-dom." Industrial efficiency expert Frank Gilbreth, father of the authors of "Cheaper by the Dozen," extolled the virtues of Pierce-Arrow, in both qual-



ity and in its ability to safely transport his large family. Its wheelbase was 12 ft. 3 in. The transmission was a four speed manual in 1919. Actor Sessue Hayakawa (famed for his role in *Bridge on the River Kwai*) drove a custom-ordered gold-plated Pierce-Arrow. A restored 1919 Pierce-Arrow is on display at the Woodrow Wilson Presidential Library. An open-bodied Pierce-Arrow carried Woodrow Wilson and Warren G. Harding to Harding's 1921 inauguration, and one was used prominently in the 1950 movie *Cheaper by the Dozen*.

Pierce-Arrow advertisements were artistic and understated. Unusual for car advertising, the image of the car was in the background rather than the foreground of the picture. Usually, only part of the car was visible. The Pierce-Arrow was typically depicted in elegant and fashionable settings. Some advertisements featured the car in places a car would not normally go, such as the West and other rural settings, a testament to the car's ruggedness and quality.

Because of the immense size of most models, several second-hand Pierce-Arrow cars were bought by fire departments, stripped down to the chassis and engine, the wheelbase lengthened, and built back into fire engines. Some of these fire engines were in service for up to 20 years.

In 1928, the Studebaker Corporation of South Bend, Indiana, gained control of the Buffalo firm. The association was to last for five years, with moderate benefits to both companies' engineering departments, which continued to function as separate entities.

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February Presentation continued

One of AMC's niche offerings was the AMX, a two-seat GT-style muscle car built from 1968 through 1970. It was one of just two American-built two-seaters in the 1960's and 70's, which put it in direct competition with the Chevrolet Corvette. It was a shortened version of the Javelin, AMC's two-door, four-seater pony car also introduced in 1968. It was powered by a choice of either a 4.8 or 6.4 litre AMC V8 engine, with a choice of 4-speed floor shift or 3-speed automatic transmission.



Steve shows some AMC literature to Ron and Luke

The AMX was named "best engineered car of the year" in 1969 and 1970 by the American Society of Automotive Engineers. The Society cited the injection



Steve's 1973 Javelin AMX

-molded one-piece dashboard, the design of the 390 engine, and a thinner and safer windshield.

In 1971, after 10,866 AMX's had been produced, AMC dropped the 2-seater body, and AMX became a performance package in Javelins through 1974. American Motors revived the AMX name later on, as an option package on the 1977 AMC Hornet, 1978



Bull Run members enjoying Steve's presentation

Concord and the sub compact Spirit in 1979 and 1980.

In 1970, AMC considered going into production with the AMX/3, a mid-engine sports car. However, the project was called off after AMC spent 2 million dollars in the car's development. Rising production costs and impending federal bumper restrictions in the U.S. were given as the reasons for cancellation.

Steve plans to write in detail about his own AMX in a future Clutch Chatter.



March Trivia Question Answer:

The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924.



2023 Bull Run Events Calendar

Local Calendar:

- Mar 12 – Monthly Business Meeting, VFW Hall
Apr 1—ODMA Annual Meet, Fredericksburg, VA
Apr 16 – Monthly Business Meeting, VFW Hall
(moved for Easter)
May 5-7—Greenbrier Concours, White Sulphur Springs, WV
May 21 – Monthly Business Meeting, VFW Hall
(moved for Mother's Day)
Jun 3—Historic Fredericksburg Show, Fredericksburg, VA
Jun 10—Latimore Car Show, Gettysburg, PA
Jun 13-17— Rolls-Royce National Meet, Gettysburg, PA
Jun 11 – Monthly Business Meeting, VFW Hall
Jul 9 – Monthly Business Meeting, VFW Hall
Aug 13 – Monthly Business Meeting, TBD
Sep 10 – Monthly Business Meeting, VFW Hall
(Show Prep)
Sep 16 – Edgar Rohr Memorial Car Meet, TBD
Oct 15 – Monthly Business Meeting, VFW Hall
(moved for Hershey)
Nov 12 – Monthly Business Meeting, VFW Hall (Car Show Review)
Dec 2 – Manassas Christmas Parade
Dec 10 – Monthly Business Meeting, VFW Hall
(Cookie Exchange & Officer Elections for 2024)

National Calendar:

- Apr 13-15—Southeastern Spring Nationals, Charlotte, NC
Apr 30-May 3—Southeastern Divisional Tour, Oak Ridge, TN
May 18-20—Eastern Spring Nationals, Gettysburg, PA
Jun 25-28—Eastern Division Tour, Denver, PA
Jul 16-22—Founders Tour, Ontario, Canada
Jul 26-29—Special Eastern Summer Nationals, Norwich, NY
Aug 10-12—Grand Nationals, Bettendorf, IA
Oct 3-6—Eastern Fall Nationals, Hershey, PA

Oct 22-27—Glidden Tour, Thomasville, GA



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



What's in a Name continued

Pierce-Arrow also gained a dealer network, as the cars were sold through Studebaker dealerships.

Under Studebaker's ownership, Pierce-Arrow retired the venerable 6-cylinder engine and in 1929 introduced an L-head straight-eight engine, which displaced 366 cu in.



In 1933, Pierce-Arrow unveiled the radically streamlined Silver Arrow in a final attempt to appeal to the wealthy at the New York Auto Show. The car was well received by the public and the motoring press, being announced with the slogan "Suddenly its 1940!" Pierce sold five examples, but since it was priced at \$10,000 during the worst of the Depression, even the rich were hesitant to spend so much. The bodies were built at Studebaker, which subsequently assisted in rolling out a lower-priced production model. This, however, lacked many luxury features of the show car and still failed to generate enough sales.

Starting in 1936, Pierce-Arrow produced a line of camper-trailers, the Pierce-Arrow Travelodge. They also produced a new V12 sedan that was redesigned and considered the safest and most luxurious sedan of its day. By 1938, Pierce-Arrow was no longer producing luxury cars, but the company carried on for a while building trucks.





69th Annual Old Dominion Meet



Registration is Open to AACA Members Only

Automobiles Must Meet AACA Eligibility Requirements

Registration Deadline For Judged Vehicles is 15 March 2023

Download Registration Forms: <https://hfraaca.org> or <https://odma.aaca.com>

Contact Wally Hunt , 540-424-0212 wallyhunt66@gmail.com

April 1st 2023

Virginia Credit Union Stadium

Fredericksburg, VA





69th OLD DOMINION MEET REGISTRATION FORM

Friday-Saturday, 31 March to 1 April, 2023

Location: Virginia Credit Union Stadium, 42 Jackie Robinson Way, Fredericksburg, VA 22401

Pre-registration required. Registrations must be postmarked by 15 March, 2023, Please Print:

Name _____ AACA Region _____

Address _____ City _____ State _____ Zip _____

Cell Phone # (____) _____ AACA Member # _____

Email Address _____

Vehicles 25 years (1998 and older) are eligible for display and judging (if desired). All displayed vehicles must have a visible, fully charged, operable UL-approved fire extinguisher.

Vehicle #1 Make _____ Model _____ Year _____ Body Style _____

AACA Class* _____ Check award sought: _____

Junior Senior Preservation HPOF* HPOF Repeat DPC* DPC Repeat Do Not Judge

Vehicle #2 Make _____ Model _____ Year _____ Body Style _____

AACA Class* _____ Check award sought: _____

Junior Senior Preservation HPOF* HPOF Repeat DPC* DPC Repeat Do Not Judge

*** HPOF (Historic Preservation of Original Features) is only available to vehicles pre-certified by AACA. "DPC" = "Driver Participation Class." ODMA DPC cars may be certified at this meet. The AACA Class List is available at aaca.org or contact us. Please attach additional vehicles on another form.**

I would like to help judge at the ODMA Meet. Preferred Class (list) _____ Any Class (check here) _____

The Historic Fredericksburg Region AACA, Antique Automobile Club of America, Old Dominion Meet Association, City of Fredericksburg VA, Fredericksburg Nationals, Inc. or their sponsors, directors, officers, employees, volunteers, and agents will not be liable for any injury or damage before, during or after the Meet 30 March to 2 April 2023. I agree to abide by all guidelines as outlined on this form or provided at the show. I further certify I carry the required Liability Insurance on the listed show vehicle(s), my trailer(s) and tow vehicle(s) for the state in which they are registered, and will comply with any COVID restrictions that may be in effect at the time of the event.

SIGNATURE _____ DATE: _____

Number of vehicles registered..... # _____ @ \$30 each \$ _____

Trailer Parking..... (Trailer length _____ feet) No Charge

Saturday Night Awards Banquet tickets...BBQ _____ Italian _____ Total.# _____ @ \$42 each = \$ _____

Friday Night Social _____ Total.# _____ @ \$10 each = \$ _____

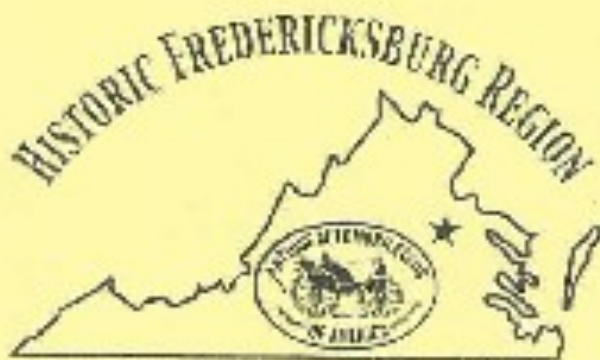
TOTAL ENCLOSED.....\$ _____

HOST HOTELS are the Hampton Inn and Suites, 1080 Hospitality Lane, and Homewood Suites, 1040 Hospitality Lane Fredericksburg, VA 22401. The discounted ODMA rate is \$159/night plus taxes (Hampton) and \$169/night plus taxes (Homewood) for as many nights as you choose between Thursday 30 March to check out Sunday 2 April, 2023. For reservations & details: Call 540-786-5530 (Hampton) or 540-786-9700 (Homewood) and mention code "ODM."
Discount may expire if reservations are made after MARCH 2, 2023.

- Please make checks payable to: **Historic Fredericksburg Region AACA** and mail form & check to:
Michael Sizemore, Registration Chair, 540-834-8120,
10 Cameo Lane, Fredericksburg, VA 22405

For more information see the ODMA website (www.odma.aaca.com), or email or call the Meet
Chairman: Wally Hunt, wallyhunt66@gmail.com, 540-424-0212

**Celebrating Our
66th Annual Meet**



FOUNDED 1957

**2023 Antique
Automobile Show**

June 3, 2023

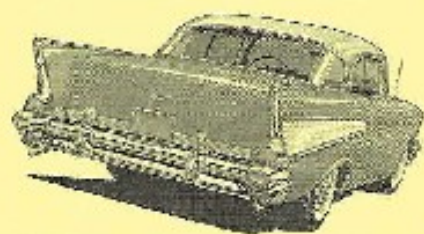
**Historic Downtown
Fredericksburg**

SAVE THIS DATE

www.hfraaca.org

Find us on Facebook!

Gettysburg Region AACA



48th Annual



Latimore Car Show

**Classic ~ Antique ~ Street Rod ~ Muscle Car
All Years Auto & Truck Show
Flea Market & Car Corral**

**SATURDAY JUNE 10, 2023
GATES OPEN 7:30 A.M.**

**Show vehicles must be on the show field by 11:00 A.M.
Rain or Shine, No rain date**

Breakfast and Lunch will be available.

**Latimore Valley Fair Grounds
Eastern Museum of Motor Racing**



314 Latimore Valley Rd., York Springs, PA 17372

Show Contact: Annette Yost (717) 660-8000 or Terry Mitchell (717) 462-3947

Website: www.gettysburgregion.aaca.com or Gettysburg Region AACA on Facebook

Registration Focus on Reverse Side

Meet Chairman

Mark Lousberg
P.O. Box 134
Port Byron, IL 61275
309-373-2169
mplousberg@hotmail.com

Chief Judge

Fred Bartemeyer, Jr.
2210 Hickory Grove Rd.
Davenport, IA 52804
563-340-5897
fbartemeyerjr@a.com

Registration

Mary Bartemeyer
2904 Cambridge Dr.
Bettendorf, IA 52722
563-340-3266
mbartemeyer@yahoo.com

Registration Deadline

July 26, 2023



Old Meets New

Being on the Illinois-Iowa border, it has always been a challenge to cross from one state to another, both sides were equally busy with manufacturing and growing population. In 1935 the first suspension bridge was built between Moline, IL and Bettendorf, IA. It was the 'talk of the town' but by 1958 a second almost identical span was needed and built. That made it 4 lanes, but no breakdown lanes on either span. If an accident occurred traffic backed up for a very long time. Enter the Interstate designation and traffic increased dramatically. Now we are celebrating the new and much improved twin basket styled Interstate 74 Bridges, 4 lanes each and breakdown lanes on each side. Although the suspension bridges served their purposes well, our residents are enjoying the ease of travel. As more vehicles become 25 years or older, our participation base grows, we see the progression of vehicle development through the years.

To help us celebrate, the US Postal Service is including our great bridges on a Postage Stamp later this year.

All pre-registered trailer parking onsite.

Wednesday, August 9th

5-9 PM Registration/Trailer Parking Open - Isle

Thursday August 10th

9 AM-7 PM Registration Open - Isle
9:30 AM-7 PM Design Your Own Tour
12-7 PM Zenith Show Space Open - Quad Cities
Waterfront Convention Center Grand Ballroom
7-8:30 Ice Cream Sundae Bar

Friday August 11th

8 AM-4 PM Registration Open - Isle
9:30 AM-5 PM Design your own Tour Isle
10 AM Zenith Competition - Grand Ballroom
Waterfront Convention Center
10 AM Cycle/Race Car Certification Isle
10 AM-1 PM Dahl Ford Car Collection Tour
1-3:45 PM AACA Roundtable Isle
2 PM-4 PM AACA Judging School Isle
2 PM-4 PM Team Capt. School Isle
4 PM Zenith Award Presentation - Grand Ballroom Waterfront Convention Center
5 PM Celebration Belle Riverboat Boarding- Isle Casino Boat Dock
6-9 PM Dining, Music, and Cruise

Saturday, August 12th

6-10 AM Registration/Show Hold Open Isle
8 AM Judges Breakfast - Isle
9:30 Owners Briefing/CJE - Isle
11 AM-3 PM AACA Judging - Isle
5:30 PM Cocktails - 6 PM Dinner and Awards

Attractions

Thursday

With the many sites to see in the area, you, along with 'Visit Quad Cities' will help 'Design Your Own Tour' of the area. From the Rock Island Arsenal Museum/Mississippi River Visitors Center, the I-80 Truck Museum, or the various John Deere facilities, no need to be bored. Ride as long as you want on the Water Taxi loading from the Isle pier. Be sure to be back for the Ice Cream Sundae Bar.

Friday

Continue to enjoy the region, but don't miss the Dahl Ford 'Old Car Barn' Collection. Located in Davenport, IA, the extensive collection of cars and memorabilia are a site to see. Find the driving instructions in your Registration Booklet. If not attending the AACA Judging School and Roundtable, be sure to get a look at the Zenith competition located in the Grand Ballroom, Waterfront Convention Center attached to the host hotel. In the evening don't miss the Celebration Belle Riverboat for an evening of cruising, prime rib buffet, music, and the sights and sounds of the mighty Mississippi.

Saturday

Enjoy the show and celebrate the antique car hobby with others to spread the word.



Grand Nationals



Hosted by



Host Hotel

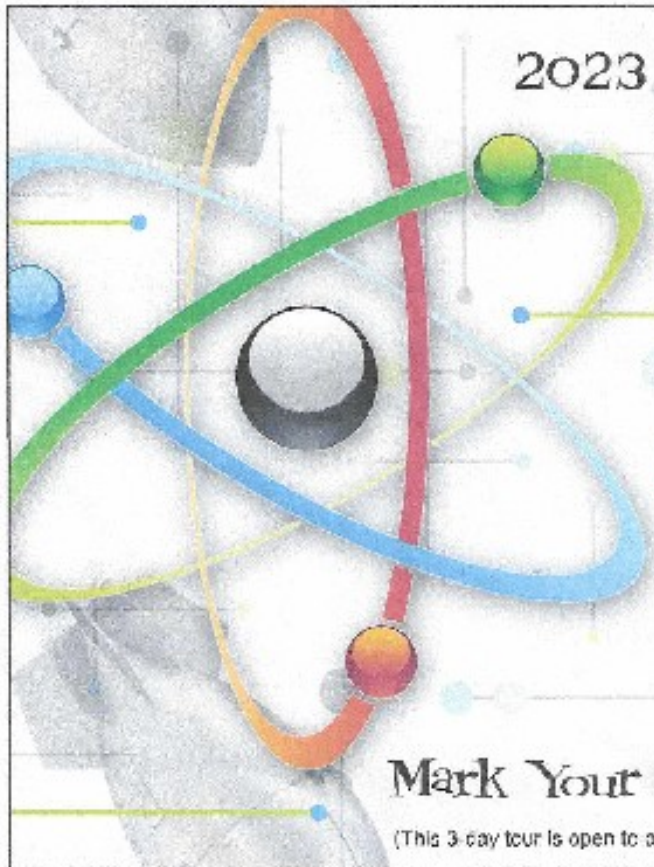


Isle Casino Hotel Bettendorf

1800 Isle Parkway
Bettendorf, IA 52722
800-843-4753
AACA Room Rate
\$125 Wed/Thur
\$139 Fri/Sat plus tax
Group Code AAC823
Includes 2 full breakfast buffets
Hotel Reservation Deadline
July 26th, 2023

More Information visit
mvr.aaca.com

Or call 563-340-3266



2023 Southeastern Divisional Tour
Hosted by the East Tennessee Region, AACA

"Secret City"

Oak Ridge, Tennessee

April 30 - May 3, 2023

Relive the history of Oak Ridge and the
Manhattan Project ▲ Visit infamous Brushy
Mountain State Prison ▲ Explore the fascinating
Museum of Appalachia ▲ Tour the scenic
foothills of the Smoky Mountains ▲ And more!

Mark Your Calendars Today!

(This 3-day tour is open to all AACA vehicles 25 years old and older.)

AACA Eastern Fall Nationals

“By Land, Air, or Sea Hershey in 2023”



October 3 – 6, 2023 (Tuesday – Friday)

Flea Market & Car Corral Info:

Fallmeet@hersheyaaca.org

For more information:

Hershey.aaca.org

717-566-7720