



# THE CLUTCH CHATTER

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## 1901 Oldsmobile Replica By Randy Higgins

Introduced by Ransom E. Olds in 1901, the Model R Runabout, more commonly referred to as the *curved dash Oldsmobile* was the first mass-produced automobile utilizing an assembly line, an invention that is often mistakenly credited to Henry Ford. The two-seat runabout sold for \$650.00 which, adjusted to 2022 dollars, is equivalent to \$21,954.00.

Using a tiller style handle for steering, the Model R, tipping the scales at 850 pounds, was powered by a 95 cubic inch, water cooled, single cylinder horizontal gasoline engine which transmitted its massive 5 horsepower to the ground via a two speed planetary gear



Example of 1901 Curved Dash Oldsmobile

transmission equipped with reverse. Starting was accomplished using a hand crank located next to the passenger seat. The front and rear axles were supported by two semi-elliptic springs running fore and aft on either side of the car serving as the frame and giving the vehicle considerable flexibility for traversing the rutted cow paths, similar to today's highways.

As production came to a close for the Model R in 1903, an impressive run of approximately 3,000 units had made their way onto the streets of America. The following year, 1904, saw the introduction of the Model 6C, followed in 1905 by the Model B, and finally in 1907 by the Model F, each improving on the previous design. When production ceased in 1907 the original single cylinder, 95 horsepower engine had morphed into a horizontally opposed two-cylinder, 259 cubic inch power plant. An impressive 19,000 Curved Dash Olds rolled off the assembly line between 1901 and 1907.

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## BRR Region Contacts

### Bull Run Region Website:

[www.bullrunaaca.org](http://www.bullrunaaca.org)

### Officers:

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

Vice Pres: Luke Stakenborg  
(703) 901-3353 (Cell)  
[lcmiii69@yahoo.com](mailto:lcmiii69@yahoo.com)

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

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

### Board of Directors:

George Richardson  
(703) 768-1569 (Home)  
[Richardson13@cox.net](mailto:Richardson13@cox.net)

Ron Davis  
(703) 280-4461 ((Home)  
[Concours356@aol.com](mailto:Concours356@aol.com)

Bill Sessler  
(703) 368-2367  
[ssesslerize@comcast.net](mailto:ssesslerize@comcast.net)

### Website Coordinator:

Randy Higgins  
(703) 853-2235  
[rjh24@yahoo.com](mailto:rjh24@yahoo.com)

### Sunshine Committee:

Jessica Pozdol  
(571)-269-7585 (Cell)  
[Jn8691@gmail.com](mailto:Jn8691@gmail.com)

### Membership Chair:

Dave Claveloux  
(703) 895-5662 (Cell)  
[dmclaveloux@hotmail.com](mailto:dmclaveloux@hotmail.com)

And let the games begin! Our first event of the year is just a week away, and things are looking great. The annual ODMA show starts on Friday, May 6 with the car show and awards banquet on Saturday, May 7. On Friday morning activities will start with a self-guided tour of the Manassas Battlefield Park. By one o'clock Friday afternoon, participants will meet at BRR members Jim and Edna Cross's farm for a barbeque box lunch and tour of their extensive car collection. Over 30 people will be attending this event just north of Leesburg, Virginia. Those of you who attended our picnic meeting last year at my house may remember that my son, Phillip, provided the barbeque meal as an introduction to his new business. Well we enlisted his services once again for the box lunch and you will not be disappointed.

Saturday will bring the actual show. For those of you who have not experienced an ODMA show, it is conducted following the same rules as an AACA National Meet. The only difference is that the judging is a little more forgiving. It is a great way to identify those areas of your antique that may need a little more work before attempting a National meet. Show cars will be parked on Prince William Street, Battle Street and the parking lots at the Manassas train station. The show kicks off at 10 am but we will need BRR members willing to help with parking to arrive between 8 & 9 am. Saturday evening, we will conduct the ODMA Awards Banquet at Three Monkeys restaurant on the corner of Church and Main Streets in old town Manassas. As of now, we have about 50 vehicles registered for the show, which will guarantee a good time. Many thanks to Franklin Gage and Peter Daniels for all their hard work on this event.

I would also like to thank all our members who have responded to my pleas for help. Randy Higgins is taking over the Bull Run Region website and is our new webmaster. I have also received a couple of articles and items of interest for the Clutch Chatter from several of our members. A few others have more inputs in the works which I am eager to receive. You will be seeing all those articles over the next several months. One of the best ways to have fun with this hobby is to get involved and participate with your fellow enthusiasts. Happy Mother's Day to all the moms!

Pete



### May Automotive Trivia Question

What car was the first to have its radio antenna embedded in the windshield?

See answer on Page 5

*Car of the Month continued*

The Curved Dash remains popular with collectors, over 120 years later, with many beautiful examples gracing museums and private collections around the world.

In 1958 American Air Products of Ft. Lauderdale, Florida introduced a replica of the original Curved Dash Olds named the *Merry Olds* after the popular 1905 song “In My Merry Oldsmobile.” Featured in the September 1958 issue of Popular Mechanics Magazine, the *Merry Olds* featured 26-inch bicycle style fine spoked wheels and was powered by a Clinton Engine which produced 4 HP – one horsepower less than the original. There were several companies producing replica Curved Dash Olds well into the 1960’s, most notably the highly sought after Bliss, manufactured in Canton, Ohio. Surprisingly, most of them were equipped with headlights and brake lights, allowing them to be registered and driven on the road. There is an abundant wealth of information on the internet if you are so inclined to delve deeper into the subject.

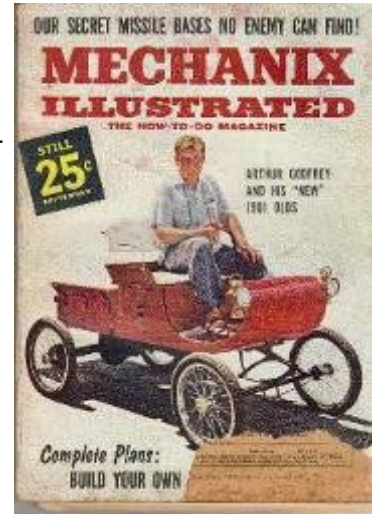


Jimmy Higgins at the wheel. Sorry tiller.

*My Merry Little Olds*

After reading the article about the Merry Olds in the September 1958 issue of Popular Mechanics magazine a gentleman by the name of Walter DeGroot from Arlington, Virginia, a retired army pilot, aviation enthusiast, CIA operative (allegedly) and all-around jack of all trades decided to build his own replica using photos from the magazine article as his guide. As a member of the Clarendon Volunteer Fire Department in Arlington, Walt decided to make a fictitious replica of chemical fire car. Settling on an approximate three-quarter scale Walt constructed a wooden body upon which he carefully stretched a panel of sheet metal to accommodate the curvature of

the front. After building a hinged, flip-up seat that was covered with vinyl he mounted the body to a crude frame crafted from mild-steel “L” channel, which turned out to be the weak link in the construction. A steerable front axle equipped with a tiller and a solid rear axle completed the project... almost. All that was needed was a set of 20” bicycle wheels and tires, which became the stopping point for Walt. With a mortgage to pay and a family to feed the cost of a set of wheels and tires was cost prohibitive so he let the little Olds sit for a year or so before making the difficult decision to part with it.



Knowing that my Father was an avid collector of “all things” fire related he offered the project to him around 1960, which he happily accepted. Fortunately, my Dad’s best friend, Ross Suter, owned Allcraft Cycle Shop in Arlington who graciously donated a brand new set of wheels and tires to complete the project. Once he had the Little Olds rolling he equipped it with a pair of beautiful brass fire extinguishers (which I accidentally and regrettably sold), a bell, lanterns, axe, and other fire related accoutrements. By the late 1960’s my Dad, using an old mop handle he affixed to the back of it, pushed the little



Replica as a fire apparatus in need of work.

Olds in various parades in Arlington as I steered. I can vaguely recall the parades but, fortunately, I have photos that documented it.

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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.

**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. 

**May Anniversaries**

- Darryll & Cathy Baker May 9
- Ernie & Nancy Newland May 10
- Jim & Sally Batchelder May 20
- William & Joan Thomas May 26

**May Birthdays**

- Dave Claveloux May 17
- Scott Silvers May 18
- Peter Pandolfi May 19
- Franklin Gage May 29

**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**

**Urgent Question:** BRR member John Price is presently working on mechanical issues for his 1976 Lin-

coln Continental Mark IV. Once those repairs are completed, he will need to get some body work done and is looking for a good body shop in the Manassas area. If any other BRR member has a recommendation, please let John know. His contact information is johnp.jp26@gmail.com.

**ODMA Car Show:** The ODMA car show is scheduled for May 6-7, 2022. Franklin Gage and Pete Daniels have set things up with the City and a local hotel. Franklin and Pete will need the help of our members to ensure this activity is a success. Most of the help will be on the day of the show to get the show cars parked and with judging. Contact either Franklin or Pete Daniels with any questions about ODMA and to volunteer to help out.

**Refreshments:** Per our by-laws coordinating this is the duty of our Vice President, so Luke Stakenborg will be handling this for 2022. He has already passed out a sign up sheet in the October and November meetings. Please volunteer for one or more of the open slots.


2022 Refreshment List		
Month	Snacks	Drinks
May	Batchelder	Patton
June	Loren	Pandolfi
July	Pandolfi	Stakenborg
August	Picmic	Sessler
September	Hudson	
October	Pozdol	Pozdol
November	Gantt	Price
December	Cookie	Exchange

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**Ernie & Nancy Newland**  
Owners


0665 Sully Rd.  
Manassas, VA 20110 4588  
p: (703) 330-2955  
f: (703) 330-2955  
e: store1717@theupsstore.com  
w:theupsstore.com/1717

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

**The UPS Store** 

## Meeting Minutes by Jessica Pozdol, Secretary

The monthly meeting of the Bull Run Region was held on April 10, 2022 at the Manassas VFW Hall with 18 members in attendance. The following were the issues discussed:

1. Pledge of Allegiance
2. Treasurer's Report
3. President's Report
  - a. Ambassador award given
  - b. Introduction of new members
  - c. Clutch Chatter submissions
  - d. Bull Run Website - Randy Higgins volunteered to take it over! Will contact Harry Dinch etc for transition
4. ODMA- lots of new details, could be on museum lawn/ depending on rain it might be on lots, definitely will need help day of show and the Friday before, catering done by Pete's son (barbeque), conflicting with some other events so the itinerary was revised slightly, Gilkes will be selling Bull Run merchandise, Rick Pozdol volunteered to judge, show will be probably 10 am but people show up earlier. All pre-registered, no cash collecting at the time of the show. So far 18 pre-registrations, email will be coming with details.
5. Rohr Show- on track! Randy is picking up the printed flyers and will be bringing them to the next meeting, take a handful and spread them out! (make sure to hand out at Sully show)
6. New Business- discussed scams like our email scammers that keep coming around asking for gift cards, keep vigilant! New Facebook page: 43 members to the group, idea showing how to do Facebook at a meeting presentation!
5. Presentation- Franklin car (actual vehicle present outside)
6. Adjourn 

## The National Beat By Peter W. Pandolfi

The following article entitled "*The Controversial Topic of Collector Car Categorization*" was written by Jeff Broadus, AACA Vice President—Marketing. It was originally published in the Winter 2022 Rum-mage Box. I hope you all enjoy it.

As in the past, the subject of collector car categorization always leads to some strong opinions by enthusiasts everywhere. To be clear, these categories were created, supported, and promoted by car clubs. Today these categorizations stand as industry accepted categories defining a niche and serving the collector car community.

Below are six categories that make up the core categorizations representing a large percentage of multi-marque collector cars within our hobby.

Antique - Generic term used for all autos built before 1925. Horseless Carriage: A term used to describe very early autos built at, or before the turn of the century, characterized by very slender, tall wheels and carriage-like appearance. Brass Era: Autos built 1914 and earlier, so-called for the abundant use of brass in the production process (radiator, headlights, horn, sidelights, etc.). Nickel Era: This bridges the gap between the use of brass and chrome on autos during the period from 1915 to 1928.

Classic - The term "classic" is the most overused term in the car hobby. Officially, it is a label used by the CCCA (Classic Car Club of America) to identify "fine or unusual foreign or domestic motorcars built between and including the years 1925 and 1948, distinguished for their respective fine design, high engineering standards and superior workmanship.

HOT ROD - Originally this term was used to describe the practice of taking an old, cheap car, removing weight (usually by removing roof, hood, bumpers, windscreen and fenders), lower it, change or tune the engine to give more power, add fat wheels for traction and paint it to make it stand out.

STREET ROD - In the 1970s hot rodders tried to clean up their reputation and thus started to use the term 'street rod' instead of "Roadster" or "Hotrod". An ingeniously simple idea re-born.

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## May Trivia Question Answer:


The 1969 Pontiac Grand Prix.




## Member News Continued

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

**Clutch Chatter Articles:** This newsletter is one of the primary means of keeping our membership informed. Our new webmaster, Randy Higgins, will soon get that running again and serve as another source for information. The show and tour seasons are about to start and I am sure many of you will participate in functions outside our area and with a variety of car clubs. Send in a short write up on the things you do with your antique, and it can go in Member News. Especially include any awards received. If you like you can create a full article on any car hobby event, and it will be included as a full article. We need Car of the Month suggestions, so write up and submit an article on your antique car, a past antique car or even a car that you had experience with in the past. Make sure you take plenty of pictures and target 800—1,000 words for full articles and COM. Page 4 Editor's Notes contains more information and deadlines regarding Clutch Chatter submissions.

**Presentations:** Jon Battle has a few presenters lined up for our 2022 meetings, but is always looking for more people willing to speak on automotive issues. 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. He can use help in booking presentation. 

### 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.* 

### April Meeting Presentation

By Jon Battle

Franklin automobile enthusiast Bill Eby presented a thorough history of the marque during a talk at the April 10 meeting of the Bull Run Region. Eby is well-versed in his subject, as he's a Past President of

the H.H. Franklin Club, the Club's webmaster, and Vice-President of the Club's Midwest Region. (And, he's a Franklin owner!)

In 1901, successful Syracuse die-casting manufacturer Herbert H. Franklin happened to see the prototype of an air-cooled automobile that had been developed by a young engineer and bicycle racer, John Wilkinson. He was so impressed with the design that he decided to lend his name and his wealth to a new company he'd establish to produce the air-cooled car. He hired Wilkinson and within a year the Franklin Automobile Company – a wholly-owned subsidiary of the H.H. Franklin Manufacturing Company – produced its first Franklin car, the



Bill and Geri Eby and their Franklin

“Model A”. The first year's output was paltry – only thirteen cars – but then sales took off. This signaled the beginning of the company's 32-year adventure as a carmaker, followed by a lengthy after-life as an engine producer.

Herbert Franklin was an individualist who marched to the beat of his own drummer. So did his cars. Not only were the engines cooled by air in an era of water-cooled power plants, but they had four cylinders when U.S.-built cars had only one or two. And, unusually, the engines were mounted crosswise. During its lifetime the Franklin car would pioneer new ideas (aluminum pistons, six-cylinder engine, automatic spark advance, and the boat-tail body) as well as hang onto some ideas for much too long (wooden frames, which were used as late as 1928, and full-elliptic springs).

For most of its life the Franklin was a higher-priced car that was technologically advanced, appreciated for its fine engineering, and whose bodies were always kept as lightweight as possible.

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## May Meeting Presentation

*By Jon Battle*

A benefit of your AACA membership is participation in AACA National Meets. They are fun and facilitate connections with folks and vehicles in addition to those local shows attract. Having your vehicle judged documents it, and AACA awards can enhance its value.

If you're curious about how AACA judging works and wondered how those handsome grille badges are earned, don't miss the next Bull Run AACA meeting on May 15 when Bull Run's own Franklin Gage, an experienced National Judge, will explain AACA judging. In a nutshell here's how it works:

Every vehicle begins with a perfect score and then judges (fellow AACA members) make deductions noting 1) how authentic it is, and 2) its present condition versus when new.

One big factor in a vehicle's score can be accessories that are not be "factory authorized". An otherwise well restored vehicle with inauthentic aftermarket accessories loses points with the exception of certain safety components. Which do you think would cost points: Seat belts? Turn signals? Battery cut-off switches? 3<sup>rd</sup> brake lights? Halogen headlights? Radial tires? Franklin will reveal the answers in his talk!

Franklin will also explain how having correct documentation can mean achieving an award, or not. The AACA Library in Hershey, PA can almost always help at minimal or no charge.

Two other categories of recognition besides point-judging include: "HPOF" (**H**istoric **P**reservation of **O**riginal **F**eatures) for mostly unrestored vehicles (even if in less than perfect condition), and



Example of HPOF Grille Badge

"DPC" (**D**river **P**articipation **C**lass) for vehicles with "road wear" and limited upgrades such as non-

authentic tires, air conditioning, sound systems, etc.

Some AACA members become judges. In doing so they learn about antique cars, trucks and motorcycles from each other, and more details than they might as spectators. Franklin will describe becoming a judge (easy and special expertise is not required). The Bull Run's upcoming ODMA Meet May 7 in Manassas is a relaxed opportunity to see firsthand what judging is all about, and the next AACA Nationals is in Beckley, WV June 18, 2022 (registration deadline May 16).

If you want to unlock the secrets of AACA judging don't miss Franklin Gage's illustrated presentation at the next Bull Run meeting on Sunday, May 15, at 4:00 PM in the Manassas VFW Hall.



## 2022 Bull Run Events Calendar

### **Region Calendar:**

May 6-7—ODMA Show, Old Town Manassas, VA  
May 15—Regular meeting (delayed for Mother's Day), Manassas VFW Hall  
June 12—Regular meeting, Manassas VFW Hall  
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:**

May 6-8 – Greenbrier Concours d'Elegance, White Sulphur Springs, WV  
May 13-14 – Import Nationals, Carlisle, PA  
Jun 3-5 – Ford Nationals, Carlisle, PA  
Jun 4- Hist Fredericksburg Meet, Fredericksburg, VA  
Jun 24-25 –GM Nationals, Carlisle, PA  
Jul 15-17 – Chrysler Nationals, Carlisle, PA  
Aug 5-7 – Truck Nationals, Carlisle, PA  
Aug 25-27 – Corvettes at Carlisle, Carlisle, PA  
Sep 28-Oct 2 – Fall Carlisle, Carlisle, PA

### **National Calendar:**

May 19-21—Grand Nationals, Virginia Beach, VA  
May 22-25—Eastern Divisional Tour, Johnstown, PA  
Jun 16-18—Eastern Spring Nationals, Beckley, WV  
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.*

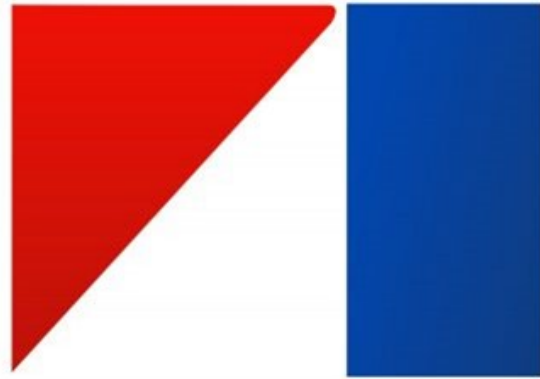
AMC is an abbreviation for American Motors Corporation, which was established in 1954 and was specialized in the production of affordable vehicles until its discontinuation in 1988. At the end of the 1970s, the brand was bought by Renault, so even after the defunct of AMC, its special and recognizable style could be seen in some of the Renault models of the 1980s.

The visual identity of the American Motors Corporation was moderately patriotic, based on the tricolor of the national flag of the United States Congress though used it in a modern and stylish way. The logo of the brand was redesigned just once, in 1970, completely changing the geometry of the badge but keeping the iconic color palette and mood, showing the company's value of its roots, motherland, and philosophy.



Original Logo 1954—1970

The very first logo for the AMC was created in 1954. The circular badge was composed of three parts — the thick red outer circle, a white one in the middle, and the inner, smallest one, in blue. The red part of the badge was a plain one, while the white contained a blue bold “American Motors Corporation” inscription in rounded capitals. As for the middle of the emblem, it had a stylized elegant “AM” monogram in white on it. Both letters of the monogram had their lines Ali gated and spread to the sides, closing blue and red outlines of the circle.



## American Motors

Redesigned Logo 1970—1988

The redesign of 1970 elevated the colors of the badge, making them brighter and a bit darker, and completely changed the style and composition of the whole emblem. The new AMC insignia featured a white square with the “American Motors” lettering in black sans-serif typeface placed along the bottom line of the emblem. The main part of the badge was taken by a geometric structure, composed of a solid red triangle on the left, a vertical blue rectangle, and white space between the figures.

Triangle in the refreshed AMC logo stood for growth and success, while the rectangle represented the stability and solidness of the company. As for the black lettering, they added professional touch, showing AMC as a reputable and authoritative brand.

The lettering from the last AMC badge, designed in 1970, was written in the title case of a bold and slightly narrowed sans-serif typeface, which was pretty close to such well-known fonts as NeoGram Black and Samplex Black, with the clean and neat contours of their elegant bold letters. The smooth lines and rounded angles of the inscription balanced the straight lines of the graphical part of the AMC insignia, adding harmony and excellence to the logo.

The main color palette of the American Motors Corporation visual identity is blue, red, and white, the most famous tricolor crest used by many large companies across the globe. Red is a color, reflecting passion and strength, while white adds tenderness, loyalty, and caress, and blue points to the company's reliability, protectiveness, and trustworthiness. All together these three shades work as a great eye-catcher and accompanied by black lettering they represent the power and professionalism of the brand.





*April Meeting Presentation continued*

By the mid-1920's the Franklin company was doing moderately well, with an annual output of 7,100 to 7,500 cars. In 1929 they hit their all-time high production: 14,432 cars. Anticipating even higher sales, Franklin had borrowed millions of dollars to expand



1903 Franklin

their manufacturing capacity. Suddenly, the Depression arrived in late 1929. The bottom dropped out of the U.S. economy, and the Franklin company – deeply in debt -- pared back its automotive offerings to one model, the mid-priced “Airman”. Sales continued to slide,



1907 Franklin

Franklin “Olympics”.

Meanwhile in 1932, Franklin had – incredibly -- introduced an expensive air-cooled 12-cylinder model, but over the next two years only 200 of these were produced.

Production dipped to only 1,011 cars in 1933, and a mere 360 in 1934, at which time both the H. H. Franklin Manufacturing Company and the Franklin

Automobile Company went into bankruptcy. But the Franklin story was far from over!

When the remains of the company were being sold off, a group of ex-employees purchased the Franklin name and tooling, and they managed to stay in business for the next few years by building air-cooled truck and industrial engines. In 1937 the company was renamed “Air-Cooled Motors Corporation”. During World War II it produced airplane and helicopter engines for the military.

After the War Preston Tucker purchased the company so he could use the Franklin engine in his visionary automobile (although it was changed to water-cooling). Tucker and his family continued to own the firm until 1961, when they sold out to Aero Industries, which changed its name to “Franklin Engine



1917 Franklin

Company”. In 1975 the company went bankrupt, and the engine designs were sold to the Polish government. Re-named Franklin Aircraft Engines Sp. z o.o., the company still produced air-cooled aircraft engines, at least until ten years ago.

Bill Eby's family has been a “Franklin family” ever since his grandfather bought a brand-new 1919 model. (It's still around, now owned by Bill's brother Jim, who drove it on a 9,000-mile round trip around the Country in 2018.) Bill puts a lot of miles in his 1928 Franklin Victoria Brougham as well; he and his wife Geri drove it on a 6,100-mile round trip excursion to the Grand Canyon in 2012.

The H.H. Franklin Club was founded in 1951. For the past 51 years their annual national meet, called “The Franklin Trek”, has taken place in August on the campus of Cazenovia College, located a few miles outside of Syracuse.



### *National Beat continued*


Sports Cars - or sportscar, is a small, usually two-seater, two-door automobile designed for spirited performance and nimble handling. The term "sports car" was used in The Times, London in 1919. According to USA's MerriamWebster dictionary, USA's first known use of the term was in 1928. Sports cars started to become popular during the 1920s. In the post-war era, a "sports car" is most any car that seats two, can have a hard or soft top, and could be used for competition.

Production Car/25 Years or Older - This is a term used by the AACA to cover cars 25 years old or older that don't necessarily fall into categories such as Antique, Classic or Hot Rod and primarily deals with postwar collector cars.

Muscle Car: These are mid-sized cars built from 1964 to 1973 and characterized by large displacement, high horse-power engines. They came factory direct to dealers with the largest engines available from the manufacturer.

Pony Car: A term originally used to describe the Ford Mustang, but later used to describe all cars built that would compete with the Mustang such as AMX, Barracuda, Camaro, Firebird, etc.).

Special Interest: A "catch-all" category for a car of any age that has collectible attributes but is not covered by any of the preceding categories. This would include late model cars with enthusiast appeal (Buick Reatta, Cadillac Allante, and Dodge Viper), or extremely low-mileage or well-cared-for cars that normally wouldn't be collected.

Well, there you have it. If your car doesn't fit in any of the above-mentioned classifications, the only option left to consider; Used Car - A car that is basically used as reliable transportation. 

### *Car of the Month continued*

In mid-1970, after owning the little Olds for over ten years, one of the employees, Al "Buck" Jones, at All-craft Cycle Shop jokingly asked my Dad when he was going to put an engine in it. Not long after that off the cuff remark the little Olds had a 3.5 hp Briggs and Stratton engine with a centrifugal clutch and chain drive installed. The frame required reinforcing which was accomplished via steel cables and turn-buckles. A hand actuated friction brake that forces small steel plates to rub each of the rear wheels was fabricated. The brakes work rather well when the tires are dry but we learned the hard way that any moisture on the friction surfaces of the tires reduces braking...considerably. My Dad was happy when the

lady I ran over in 1976 while attending an event in Baltimore never sued.

Always being one to think "outside the box," mostly because he was cheap, my Dad devised an ingenious method to transport the Little Olds to the various fire related events we attended along the east coast, primarily during the 1970's into the early 1980's - from Virginia to New Jersey. He had a 1966 Chevy Bel Air upon which he loaded the Little Olds on the trunk lid, securing it with ropes. Of course he had to beef



The little engine that could on the trunk of a Chevy

up the rear coil springs along with a set of coil-over shocks to accommodate the additional few hundred pounds. The 283 powered Bel Air made many trips up and down 95 with the Little Olds strapped securely on its back. Although we got a lot of strange looks from other drivers we never had any issues.



Randy Higgins at work restoring the little car

My Dad had no place to store the Little Olds at his house when it was not being used in parades so it

*Continued on Page 11*

### *Car of the Month continued*

spent time hanging around, literally, at Allcraft Cycle Shop. “Buck” Jones devised a Rube Goldberg-like contraption utilizing a sling, cables, ropes, and pulleys to hoist the Little Olds into the steel truss ceiling, twelve feet above the shop floor, where it slumbered until the next event. It remained there until the shop moved in the early 1980’s whereupon the Little Olds found a home in Ross Suter’s home garage for a couple of years before again finding itself homeless. Out of options for storage, the Little Olds was forced to spend nearly twenty years under a tarp in Dad’s side yard.



Randy continues to make progress

In mid-2001 the Little Olds was transported to a new home in Manassas, VA after my Dad turned over custody to me. After a needs assessment and formulating a game plan a full restoration began. Regrettably, instead of preserving the original paint like I should have, I chose to repaint the entire body and frame.



The finished product ready to roll again

Sporting a new coat of paint, my attention was turned to the wheels and tires. After sitting in the elements for so long the tires were dry rotted and in need of replacement. The wheels, although in good shape, required a tremendous amount of sanding and painting to get them looking new again. To complete the project a brand new 5 horsepower Briggs and Stratton engine replaced the worn out 3.5 horsepower engine.

My duties with the Arlington County Fire Department took me away from the restoration of the Little Olds when America was attacked on September 11, 2001. Completion of the restoration resumed in earnest when the Fire Chief of Arlington asked me if I would represent the department in the annual Manassas Christmas Parade with my 1967 Ford pumper carrying members of the ACFD that participated in the fire/rescue/recovery at the Pentagon. Seeing a great opportunity to debut the Little Olds I set to work on the last minute details – throttle cable, pin striping, and test driving – before entering it alongside of my full size fire truck. My youngest son, Jimmy, was twelve years old at the time and, along with his girlfriend they drove the Little Olds as it led us along the parade route without any issues. Unfortunately, that would be the last time it appeared at an event as the Little Olds was relegated to dry storage in my tool shed where it



The little Olds on display in Randy’s museum

spent the next seventeen years as home to countless mice and perhaps a squirrel or two. In 2018 the Little Olds was moved to my youngest sons house when I needed to free up storage space. It didn’t fare too well as the shed it was being stored in was crushed by a falling tree, somehow managing to avoid the Little Olds, as it emerged unscathed. This story does have a happy ending, though. At present the Little Olds is proudly on display in my ACFD museum, aka my garage. It will remain there as a part of the family as it has for the last sixty years.



## Host City

Welcome to Johnstown PA  
Famous for our Floods and  
Steel Mills. We are also  
known for our rolling hills  
and beautiful scenery.



We will be touring the  
beautiful mountains of  
Blair, Cambria,  
Westmoreland and  
Somerset counties.

## Host Hotel

*Information  
will be sent  
with Registration*

## Chair Members

*Tour Chair person*

*Jeff Mihalko  
814-341-5599*

*Tour Route*

*John Cowan  
210-487-1456*

*Registration*

*Doug MacMillan  
828-320-8877*



Flood City Region AACA

**Eastern  
Divisional Tour  
(1997 and Earlier)**

*May 22-25, 2022*

*Come and Tour*

*Beautiful Western  
Pennsylvania  
Full of Beauty and History*

**Celebrating Our  
65<sup>th</sup> Annual Meet**



**2022 Antique  
Automobile Show**

**June 4, 2022**

**Historic Downtown  
Fredericksburg**



FOUNDED 1957

Go to Historic Fredericksburg Region website,  
[www.hfraaca.org](http://www.hfraaca.org), to download their registration form.

[www.hfraaca.org](http://www.hfraaca.org)

Find us on Facebook!

## **SCHEDULE OF EVENTS**

### **Thursday, May 19, 2022**

- 9 AM - 5 PM Registration Open  
9 AM - 6 PM Trailer Parking Open  
9 AM - 3 PM Bus Tour of Dwight  
Scharbach Collection and  
Lunch at Smithfield Station  
12 PM - 5 PM Hospitality Room & Silent  
Auction  
7 - 9 PM Ice Cream Social

### **Friday, May 20, 2022**

- 9 AM - 6 PM Registration Open  
9 AM - 6 PM Trailer Parking Open  
9 AM - 5 PM Hospitality Room & Silent  
Auction  
9 AM - 2 PM Bus Tour of Nauticus &  
Battleship USS Wisconsin  
9 AM - 2 PM Bus Tour of Abacus  
Raring & Bill Thumel  
Collection  
10 AM - 4 PM Zenith Award Judging  
11 AM - 12 PM Race Car & Motorcycle  
Checks & Test Runs  
2:30 - 4 PM Judging School  
4 - 5 PM Zenith Awards  
Ceremony  
5:30 - 9 PM Barbecue & Cash Bar

### **Saturday, May 21, 2022**

- 7 AM - 10 AM Registration & Show Cars  
enter the Show Field  
8 AM - 9 AM Judges Breakfast  
8 AM - 3 PM Hospitality Room & Silent  
Auction  
10 AM Field Judging Begins  
(all vehicles must remain on  
the show field until 3 PM)  
5 PM Awards Banquet &  
Cash Bar



*The Tidewater Region  
proudly welcomes you to  
the*  
**2022 AACA  
Grand Nationals**



**May 19-21, 2022**

*The Founders Inn & Spa  
5641 Indian River Road  
Virginia Beach, VA 23464*

**Registration Deadline:**  
*Postmarked No Later Than  
April 19, 2022*

**No refunds after deadline date**



**Contacts:**

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

**Show Information:** Gene Gilkey (703) 830-5313

Randy Higgins (703) 853-2235



# 46<sup>th</sup> 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](http://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](http://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, 1<sup>st</sup> 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

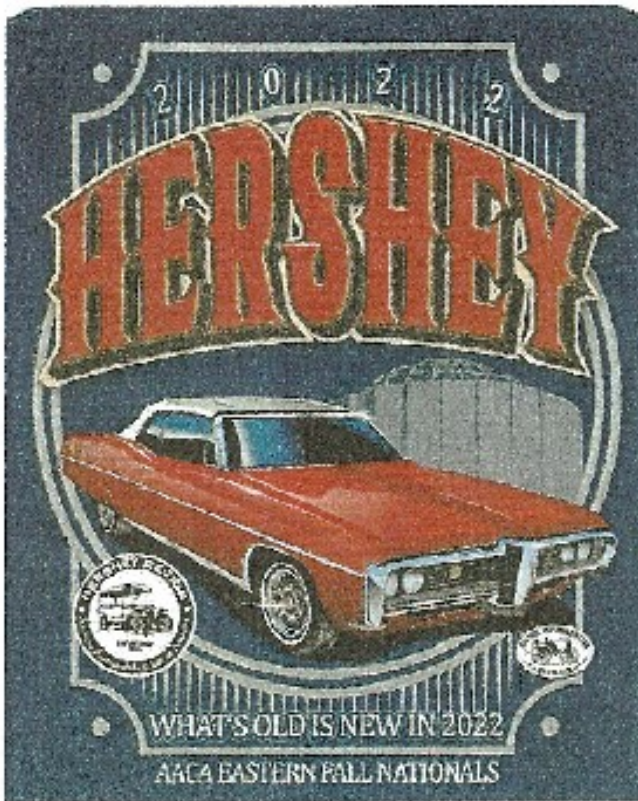
Name \_\_\_\_\_ Phone \_\_\_\_\_

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](mailto:fallmeet@hersheyaaca.org)

For more information...  
[hershey.aaca.org](http://hershey.aaca.org)  
717-566-7720