



THE CLUTCH CHATTER

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1996 Mercedes-Benz C 220
By Peter W. Pandolfi

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Sitting at my desk, I relaxed taking in the view from my office window. Being on the ninth floor, it overlooked the Pentagon and the Air Force Memorial. I had just left our classified vault having worked on yet another classified report for Congress, and I needed to clear my head for a few minutes. My relaxation was interrupted when my phone rang. Little did I realize as I reached for the receiver that I was about to get a call that most likely every man



1996 Mercedes-Benz C 220

would love to get. No, it wasn't the President as such. It was my wife, therefore she is higher than the President. She called to ask me if I wanted to buy another Mercedes-Benz. After a few moments of stunned silence, I told her, "Yes, of course!"

A few years back, I had purchased a 1987 Mercedes-Benz 420 SEL to replace my Volkswagen Passat that was totaled in a wreck. This S Class Mercedes was near the top of the line with only the 560 SEL out classing it. It was a long wheelbase car and very luxurious with a 4.2 liter V-8 engine. The car handled great and rode as if on a cloud, quiet and smooth. I loved the car, but stupidly traded it in on a brand new 2004 Nissan Armada. Not that the Armada was a bad vehicle, but this big, hulking SUV was vastly underutilized given my daily use and used gasoline like a camel at an oasis drinking in water.

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I would like to start off by thanking everyone who attended the picnic meeting in August at my house. Compared to the last picnic meeting I hosted, I think things went a little better. At least there were no severe thunderstorms and tornados this time. I believe everyone had a great time and judging from the review forms, people seemed to enjoy the food. My son Phillip truly appreciates everyone's comments and it has allowed him to finalize several of his recipes as he progresses to open his own food service. I believe everyone who took in my museum and other displays enjoyed the various displays.

So now we are headed to the biggest event of the year. The annual Edgar Rohr Memorial Car Meet at the Manassas Museum. As you can see in the meeting minutes, everything is in place and is a go with the City. Jim and Sally Batchelder are getting in preregistrations steadily and the outlook is for good participation. I have contacted the National Weather Service and put in our order for a beautiful day for September 18. If we don't get one, we can blame the Government. One thing we really need some help on is obtaining award sponsors. Please consider sponsoring an award yourself or perhaps solicit a business to sponsor one. Jon Battle, John Price and Mary Loren are beating the bushes hard to get award sponsors. These sponsorships pay for most of the cost of putting on this show, which runs a good \$3,000. Awards available for sponsorship and associated costs are listed in the Member News section of the Clutch Chatter. Last thing on the show, I encourage all our members to come to the show and let us all enjoy your special ride. Even if your vehicle is not ready to show or you do not have a vehicle to show, come anyway and enjoy being with people who enjoy the hobby as much as you. A special treat this year is that Manassas is having it annual St. Patrick's Day parade just a block away from the show. It will run from noon to about 1:30 pm, so it will not impact our movement of vehicles in or out, but should provide us with a large number of spectators. It is going to be a great time!

Lastly, when I agreed to be the President once again for this year, I was hoping to entice more of our members to step up and help the Region out. I must say I am very please with the progress we have made. Several of our members have come forward and we have added several new members. I hope this growth will continue into next year because there is more progress to be made. We have a lot on the plate for next year with the ODMA show and the Rohr Show plus a planned Spring tour. Why mention this? Next month, we will be looking at election of officers. Because your responses to my pleas for help went so well, I have decided I will run for President again for next year. This does not stop anyone also seeking this or any other position. Please consider how you can help. Thanks. Pete



September Automotive Trivia Question

What is the Spirit of Ecstasy?

See answer on Page 11

Car of the Month continued

The car that was available was a white C Class sedan, a C220 that Pam’s dealership had just taken in trade. A little less overwhelmed, I went to look at the car after work that day. The car was a 1996 making it just eleven years old and had 141,280 miles on the clock, not that much for a Mercedes. The car was



Profile view of the car

in excellent condition, so I took it for a test drive. I was astonished! It rode as comfortably and handled better than my S Class. The power and responsiveness available was ideal with no detectable difference from the S Class. It was a little noisier but not



Rear view of the car

significantly so. Returning from my drive, I plopped down \$3,300 and took the car home.

The little C220 had everything you would expect in a Mercedes. It had a fuel injected 2.2 liter four cylinder engine with automatic transmission, power steering and power disc brakes on all corners. From a comfort standpoint, the car had leather seats, walnut trim, air conditioning, power sunroof, and an AM/FM stereo with CD changer holding up to six CDs. The rear seat back folded down to increase the trunk



Iconic Mercedes grille and mascot

space. Perhaps best of all it got 32 miles per gallon as compared to the 17 miles per gallon in the S Class and 13 miles per gallon in the Armada.



Driver's Controls



Center view of the interior

Continued on Page 7

Errata: In the article on the Founders Tour Part II, the caption on the picture of Franklin receiving an award identified the presenter as Tom Cox. The individual presenting the award was Wayne Tuck. My apologies to both Wayne and Tom for this mistake.

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.



September Anniversaries

George & Susan Parker	September 10
Mike & Ruth Jones	September 17

September Birthdays

Cathy Baker	September 3
Scott Patton	September 20
William Thomas	September 26
Nicki Hudson	September 28
Ruth Jones	September 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

2021 Car Show: The 45th Edgar Rohr Antique Auto Show takes place on Saturday, September 18. It's our club's premiere yearly event and its most successful outreach to the general public, drawing over 150 show vehicles as well as hundreds of spectators who may be potential AACA and Bull Run members! There are many ways to support the Rohr show

1. Sponsor an award to be presented at the show . Awards are first-come, first-served, so please contact Jon Battle as soon as possible!
 - "Top 35" awards: \$50 for two awards. Selected by popular vote of show participants, in 2 categories: Class A (stock vehicles up to 1996) and Class B (modified / street rods up to 1996).
 - "Class C Award" for post-1996 vehicles, popular vote (first place only). \$75
 - "Marque" awards, \$75 apiece. These awards include: "Best of Show" for Ford, GM, Chrysler, Independent, Foreign, Pre-War, Post-War (1946-67), Post-War (1968-96), Original & Unrestored Vehicle – (all of these are for stock or original cars). Also Best of Show Modified/Street Rod. Be sure to specify which award you're sponsoring.
 - "Prestige" awards, \$100 apiece: Mayor's Choice Award, President's Award, Youth Award.
2. Contribute merchandise for our door prize drawings, or an item (new or antique) to our silent auction. And if you know of a company that might also contribute items, please advise us.
3. Pass out Rohr show flyers if you plan to attend a car show this summer. And volunteer to deliver a poster to a store or public place that's willing to display it.
4. Help at the show. We especially need volunteers who are pre-assigned to help with registration, put up signs, take photos of the show, direct traffic at the street barriers, and assist at the various Club tents. Please contact Jon Battle if you can help!

ODMA Fall Tour: It's hard to believe, but it's time to be thinking about the Fall ODMA Tour already!! Following the wonderful ODMA Meet sponsored by Roanoke Valley Region at Natural Bridge, I know the ODMA Tour is going to fabulous too!

The Shenandoah Region has planned two wonderful days of interesting places to drive to, experience - not to mention packed with camaraderie on Friday October 22 and Saturday, October 23. Costs are nominal even the lodging costs!! WOW!! Deadline for entry is October 2nd. Please share the attached flyer with your region (perhaps by email or in your newsletter) and it will also be posted on the ODMA website.

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Meeting Minutes

by Jessica Pozdol, Secretary

The annual picnic meeting of the Bull Run Region was conducted on Sunday, August 8, 2021 at Pete's house. President Peter Pandolfi led the meeting with 18 members in attendance. Since this was the picnic meeting, the business part of the meeting was kept short.

Call to order at 4 pm.

Pledge of Allegiance

President's Report

Introduction of new members—None present

AACA Raffle Tickets - only \$10 for a 1973 Jeep Commando?

Regarding the Rohr Car Show, Pete and Bill Sessler met with Debbie Haight of Historic Manassas Inc. to confirm that everything is in place for the show to continue. They specifically asked if the Delta Variant of the COVID-19 virus was going to have any impact on the conduct of the show. Debbie stated that from the City's perspective all the scheduled activities would proceed as normal with no additional restrictions. This all depended on any statewide actions directed by the Governor, but no changes are anticipated.

Debbie has processed the permit with the City and the police and public works were on board to provide the requested support. It was also confirmed that they had our updated banner and it was scheduled to be strung across Center Street for the week prior to the show. All necessary insurance paperwork has been received.

Pete and Bill then met with Rachel Goldberg of the Manassas Museum. All arrangements were confirmed with her and she scheduled their meeting room for our use in counting votes. She stated that the Region was welcome to use their sound system as in the past. One issue is that none of the museum personnel knows how to set up and operate the system. The individual who did that for us in the past retired last year. The Region will have to find someone to work the system. Rachel said she would contact other city agencies who have used the system to see if they have someone who can support the show. She also confirmed that the field will be mowed on Thursday before the show and is available on the Friday before the show for our striping team. We asked her if we could leave our trailer on site Friday and Saturday for the show. The museum will also pro-

vide trash receptacles, but it is our responsibility to collect the trash.

On another topic, she told us that the museum was closing in December for an unspecified period while the building is being expanded and refurbished inside. This construction will not affect this year's show but may impact both the ODMA show and Rohr Show in 2022. Part of the current show field will be fenced off for construction equipment.

Pete then introduced Lou Realmuto from Cruisn-For-Heroes (CFH) who spoke on their plans for our show and provided information on the group and the charity, Fisher House, that they support. This year Bull Run Region is conducting the Rohr show in conjunction with CFH to raise money for Fisher House. Five dollars has been added to all registration fees that will go to the charity and CFH will run the 50/50 raffle with the proceeds going to the charity. Lou stated that CFH retains none of the money with 100% of the funds collected going to Fisher House.

That concluded the business discussed. Pete then explained the meal process. His son, Phillip, is the chef who is testing a variety of barbeque meats, sides and sauces with an eye to opening his own restaurant. He asks that everyone try each of the items presented and rate them on a provided form. He asked that everyone be truly honest in their opinions so he can fine tune his recipes across a range of tastes.

Pete then thanked everyone for coming and bringing their side dishes to share. He further invited people to wander the house and visit his museum and various displays.

The meeting adjourned at 4:45 pm and the feast began.



Meeting Presentation

By Jon Battle

There is no report on presentations for the August and September meetings. August was the picnic meeting which does not have a formal presentation, however, we were treated to experience Pete Pandolfi's private museum and miniature automobile collection. The September meeting concentrates on the Edgar Rohr Memorial Car Meet, hence no presentation in September. We will be back at it in October.



Member News continued

Proposed 2022 Spring Tour: Randy Higgins is proposing to put together a Bull Run Region field trip for March of 2022. March will not typically interfere with any planned events. The idea is to see about hiring a tour bus (depending on number of folks) or driving in a couple of cars. Those details can be ironed out later. Here is the tentative idea/agenda.

- Leave from the Cracker Barrel in Manassas..
- Drive to the Eastern Museum of Motor Racing in York Springs, PA. Spend approximately two hours touring the museum.
- Lunch at The Soda Jerk in Hummelstown, PA which is located near Hershey.
- Drive to the AACA museum in Hershey. Spend approximately two hours touring the museum.
- Dinner at Wolfe’s diner (open since 1955)
- Drive home.

This will be a long day – estimate at least ten hours. Please e-mail me at rfh24@yahoo.com if you are interested in participating or have any suggestions.

Presentations: Jon Battle has a few presenters lined up for our 2021 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 presentations.

Refreshments: We have volunteers to bring refreshments to all the remaining meetings for the year. If you have signed up to bring refreshments but can no longer do so, please notify Pete as soon as you can. Per our by-laws coordinating this is the duty of our Vice President, so remember that for next year’s elections.

Month	Snacks	Drinks
September	Scott	Patton
October	Rick & Jessica	Pozdol
November	Nicki Hudson	John Price
December	Cookie	Exchange

Club Store: The Gilkey’s have Region items for sale. They have added Bull Run window stickers and tote bags to the inventory of t-shirts and ball caps. Contact Gene or Jennifer Gilkey at 703-830-5313 for price and size availability or any ideas for additional items to stock.

Website: Harry Dinch has redesigned our Region website. Make sure you take a look and pass

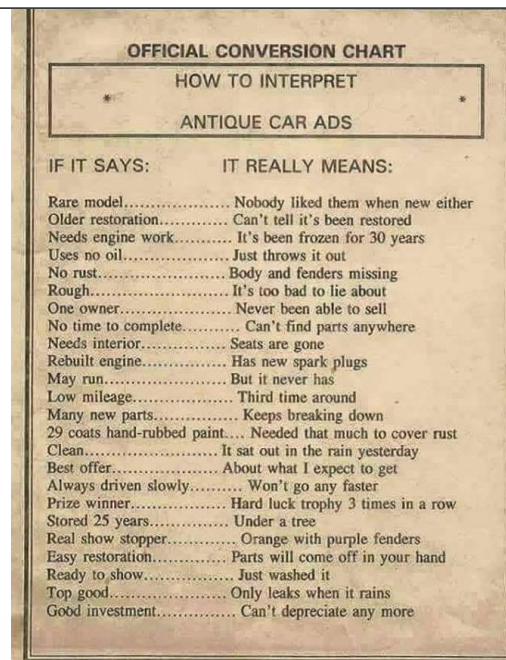
on any ideas on to Harry to make our site even better. Great job, Harry!

Membership: Both the national AACA and our Region are continually looking for new members to join with us. As members, we all serve as ambassadors for our organization. If you know someone who enjoys classic vehicles, invite them to become a member. Our Region meetings are always open to visitors so suggest perspective members to attend. You do not have to own an antique vehicle to join.

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



Just for Fun submitted by Chip Rohr



Ernie & Nancy Newland
Owners

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Manassas, VA 20110-4500
ph: (703) 530-2901
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e: store1/17@theupsstore.com
w:theupsstore.com/1/17

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

Car of the Month continued

This little car served me well for two years, mostly as a daily driver commuting back and forth to work. I did have fun driving it with its responsive handling,



Comfortable and secure front seating

adequate power and superior gas mileage. But then came time for the Virginia emissions inspection. I had added 12,000 miles to the odometer and some-



Spacious trunk with fold down rear seat up



Peppy 2.2 Liter 4 cylinder engine

how in that time the car no longer could pass the emission test. The car was running fine and there were no issues with its drivability, but I lived in a county that required emissions inspection. My Mercedes mechanic told me he could fix the car to get it to pass the emissions test, but it would take several thousand dollars which would exceed the value of the car. Reluctantly, I traded it in on my next automotive adventure, a new 2009 Nissan Maxima. This car was a lot of fun as well, but that is another story. There are times I look back and wish I still had that little, white Mercedes especially now that I live in a county that does not require emissions inspections.



The Parking Lot



1936 Chevrolet Model 3 FB low cab pickup, runs and drives, very complete \$ 18,000 or best offer, 703-368-1760 or craigflangan@comcast.net

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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. My primary source for this information is "Car Marques: A Graphic Guide to Automotive Logos and Emblems" by Simon Heptinstall and published by Quintet Publishing.

Mitsubishi is descended from an industrial conglomerate founded by Yataro Iwasaki in 1870. The



MITSUBISHI

Mitsubishi Shipbuilding Company, which formed part of the conglomerate, began making cars in 1917, thanks to Yataro's nephew, Koyata Iwasaki, who was the company's fourth president. The Mitsubishi Model A carries the distinction of being Japan's first series production car.

The overall business grew to become Mitsubishi Heavy Industries, which was Japan's largest company until it was disbanded during the occupation of Japan in the aftermath of the Second World War. In 1952, this company was allowed to reform and began building buses, trucks and Willys Jeeps. By the 1960s Mitsubishi had become one of the driving forces in the fast-growing Japanese motor industry. It has ac-

quired a reputation for advanced technology. Today it is a globally known marque and part of the Renault-Nissan-Mitsubishi Alliance



1933 Mitsubishi PX

The company's name is drawn from a combination of two words: mitsu, meaning three, and hishi which literally means water chestnut, but it has long been used to denote a diamond shape. When the two words are combined, the "h" of hishi is pronounced as a "b", hence Mitsubishi. The logo design of three red diamonds was chosen by Yataro Iwasaki. It cleverly combines the three-leaf crest belonging to the Lords of Tosa, Iwasaki's first employers, with the Iwasaki



2006 Mitsubishi Eclipse

family's own emblem, formed from three vertically stacked rhombuses. The company name and the logo together for a key part of Mitsubishi's brand identity. There is little wonder that it has survived unchanged for so long.

In addition to automobiles, Mitsubishi also manufactures airplanes and electronics.



North to Alaska in a '38 Olds

By Charlie Degges

Editor's Note: According to Charlie, this trip was taken in 1981. The article was written in early 1982 and published in the Oldsmobile Club of America's newsletter in 1982. While Charlie still has the car, he unfortunately lost all his pictures of the trip due to a lightning strike to his home years ago. Here is the original article as it appeared in 1982.



1938 Oldsmobile similar to Charlie's

North to Alaska in a '38 Olds

Charlie Degges

Editor's Note: National OCA Secretary, Charles Degges, recently made a northern sojourn in his trusty 1938 Olds. Charles penned this excellent article, complete with photos.

How many times have you heard or even uttered the phrase yourself, "those cars from the thirties are OK to look at, but I wouldn't want to drive one any distance," well I decided to disprove that idea in a big way. Ever since the Alcan Highway was opened to the public, shortly after the war, World War II that is, I have always wanted to make the trip. Popular Mechanic's magazine did a feature story about driving to Alaska in a then new 1948 Plymouth station wagon. I remember reading that story and about how many sets of tires were needed, and about the dust and mud and mosquitos and so on. Well, I don't want to make it seem like just a pleasant Sunday drive, but it was really very uneventful. There were moose on the road, a "dangerous" bear in one of the campgrounds, and a forest fire to drive through, but then that's not too unusual is it?

OLD-38 and I have been together for over twenty years and I know her pretty well, so when I was finally able to get enough time off from work, I packed up an assortment of food and camping gear, some liquid refreshment (in case of snake bite), and Cindy and Snoot, my two Chesapeake Bay Retrievers, and without too much thought about the car, headed out—just after midnight (I never was very good at getting under way early). My idea had been to make pretty good time on the way out and then take it easy on the return trip. We made over 900 miles the first day, which included a brief stop in Ohio to see the Wallers, and then on to just past Madison, Wisconsin by eleven the first night. The next several days were done at a more leisurely pace of around 400 miles a day. We went northwest across Wisconsin and Minnesota and into North Dakota, traveling the interstate system until Montana where we switched over to US 2 and headed into Glacier National Park for a quick look around. The fourth night found us in Canada at a KOA campground near Lethbridge, Alberta. The next day got us somewhere northwest of Edmonton and by noon of the sixth day we were actually on the Alaska Highway. Sometime over the years, the name had been changed from the Alcan to Alaska Highway and recently, the locations along the road are now at such and such kilometer from Dawson Creek, instead of the original mile markers. Since these mile markers were the only official address of many of the service stations and restaurants, a good many of the old signs are still in use. Right now, Canada is in the process of regrading and paving the road to current standards and I would guess within a few years, driving the Alaska Highway will be much like driving on one of our Interstates except it will remain a two lane road—abieer a wide two lane road. The U.S. portion of the highway was paved years ago and much of it is narrow, winding, and full of very uneven sections due to the heaving caused by the freezing weather and lack of sufficient drainage. Once you get the hang of driving on gravel—and it deserves much respect, you can roll along at 50-60 miles per hour on many parts of the road. Of course on the older, steeper grades, OLD-38 spent much of the time finding out



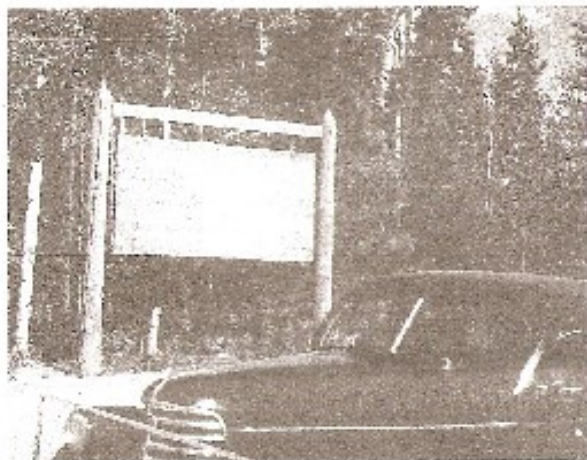
Lights on and a gravel guard are a must.

what second gear was for (and a few times even first gear), this was in part due to the fact that she doesn't have her original rear end ratio. I had changed it for a more modest 3.4 to 1 many years ago, so she really feels the hills. When you look at a map and see that most of the Canadian section of the road is unpaved gravel, it is not what you would think since most of the road is hard packed, watered material somewhat like adobe. Even in the rain which I went through, the road surface remains hard and not very slippery.

The official beginning of the road is at Dawson Creek, British Columbia and runs generally northwest, zigzagging back and forth across the British Columbia-Yukon border and then turning to a more northerly direction as it crosses the center part of the Yukon Territory before reaching Alaska just past the community of Beaver Creek. Our first night in Alaska was spent in the town of Tok, Tok is where the Alaska Highway meets the end of the Glenn Highway coming up from Anchorage. This is also where we spent our first night in a motel instead of camping out. By then, the dogs, OLD-38, and I were all pretty mucky, having driven from Whitehorse during one of those all day rains. Tok is also where we had our first meal in a restaurant—well I did anyway, OLD-38 and the dogs stayed outside. Speaking of dogs, Tok is known as the Dog Capital of Alaska where the breeding and training of sled dogs is an important activity. Cindy and Snoot decided to remain car dogs, so after a good breakfast, we headed on to Delta Junction which is the official end of the Alaska Highway at mile 1422. After collecting my certificate for driving the Alaska Highway, we continued on to Fairbanks. Here we stopped for a while and I went shopping for food and drink in a typical modern shopping center. At this point I would like to knock down another story about Alaska, the high prices. In looking around the store, it seemed like the prices of most things weren't much more than at home in Virginia. One exception was pork products, seems they don't raise many pigs up

(Continued on page 7)

(Continued from page 8)



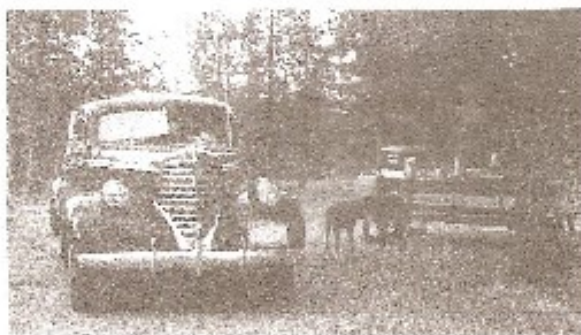
At the British Columbia/Yukon border.

there. Gasoline cost about \$1.40 a gallon near Fairbanks while at this time at home it was around \$1.30, so again, not a big difference.

We left Fairbanks around two in the afternoon and the temperature had climbed to almost ninety. From Fairbanks we headed south on the Parks Highway which joins Fairbanks and Anchorage. About midway we arrived at Denali Park (Mount McKinley), where I had planned to spend the night, but finding the campgrounds in the park full, we had to settle for a KOA just down the road. By now I had come to appreciate the superior beauty of the Canadian and U.S. National Park campgrounds, but KOA's do have hot showers, laundromats, and such as that, and around eight o'clock, the Park Service came in and showed a movie about Alaska's parks, so it was a pretty nice evening after all. The night time temperature dropped to about fifty which was quite a change from the afternoon and the next day brought a drizzly rain. We did drive in Denali Park as far as non-campers are allowed. While we were there, the fog lifted and gave us a fine view of the famous Mount McKinley. After leaving the park, we headed on south to Anchorage, arriving just at the evening rush hour and in the rain. Since I wanted to find a campground before dark, we didn't stay in town very long. I had decided to take the Glenn Highway back to the Alaska Highway where they met at Tok. The first state campground I came to on this road was nearly a hundred miles from Anchorage, but it was a beautiful place on the Mataruska River opposite King Mountain. The next morning we awoke to a sunny day, and after breakfast we continued along the Glenn Highway, pausing at the Mataruska Glacier and at several other spectacular sights as well. We reached Tok by the early afternoon and after filling the gas tank and emptying the dogs, headed on down the Alaska Highway stopping for the night at one of the first campgrounds south of the border in Canada. The return trip down the highway was a tad less exciting than the north bound journey, since at least I had an idea of what was around the next bend or over the next hill. You could make

this trip a hundred times and still not see half the beauty that's along this road.

When we returned to Dawson Creek, I decided it was again time to clean us all up and even treat OLD-38 to an oil change and a lube job. Unlike at home, changing the oil or lubricating a car is a job restricted to licensed mechanics, and very well qualified and professional mechanics they were. I haven't seen such a complete lubrication for thirty years, even the door latches and hinges. In spite of OLD-38's twenty-seven grease fittings, I didn't have to point any of them out. My trip back from Dawson Creek was pretty much of a repeat, but once reaching Edmonton, we continued east across Canada going through Saskatoon, Regina, Winnipeg, Thunder Bay, almost going into the states of Sault St. Marie, and then on to Ottawa. A short distance past Ottawa, we crossed back into the U.S. at Cornwall so I could visit with my relatives in Massena, New York. By now I was getting anxious to get home, so the next day we headed southwest to Watertown and picked up Interstate 81 and followed it through New York and Pennsylvania. At Harrisburg, Pennsylvania, we switched over to U.S. 15 for the rest of the ride back to Virginia. About forty miles before reaching home, we rolled over an even ten thousand miles for this journey—pretty good for the old girl.



All cleaned up and on the way home, camping in Alberta, Canada.

(Continued from page 8)

to the leaded regular. Thus, the unleaded diluent is not going to cause the problem that adding unleaded regular would, which would be adding fast-burning molecules, without adding scavenger. To give an example, a 1:1 mix would dilute the lead by a factor of two, but its effectiveness might go down only 30%. The raw hydrocarbon molecules making up the fuel would now have an average octane midway between that of each raw starting material. Let's say you use unleaded of 94 octane, with leaded fuel of 74 with additive to give it 88. You might end up, at a guess, with raw gas of 84 plus 80% effectiveness of the 14 octane point improvement from the lead. $(74 + 94)/2$ gives 84 octane, plus $(80\%) \times (14)$ or about 12 points from lead, giving a total final octane of 96 octane which is higher than either fuel you started with. These numbers are "pulled out of a hat," so use experimentation to find out the actual parameters such as which regular and which premium fuel, in which proportions, will give the desired result. Note that in practice many unleaded fuels have octane "improvers" analogous to lead but which have not (yet) been targeted as toxic to the environment.



2021 Bull Run Events Calendar

Bull Run Region Calendar:

Sep 12—Rohr Show meeting -- no speaker

Sep 18—45th Edgar Rohr Memorial Car Meet, Manassas Museum

Oct 17—Regular meeting (delayed for Hershey), Manassas VFW Hall

Nov. 14—Annual business meeting -- no speaker

Dec. 12—Regular meeting, Manassas VFW Hall

Area Calendar:

Sep 3-5—Virginia Festival of the Wheels, Boar's Head Resort, VA. See flyer on Page 18.

Oct 2—Pre-War Poker Run, Upperville, VA

Oct 21-23—ODMA Fall Tour, Winchester, VA

National Calendar:

Sep 9-11—Southeastern Fall National, Greenville, SC

Sep 12-17—Revival AAA Glidden Tour, Saratoga Springs, NY

Oct 6-9—Eastern Fall Nationals, Hershey, PA

Oct 9—Kena Shriners Show, Manassas, VA

Nov 11-14—Special Western Nationals, Phoenix, AZ

Nov 14-17—Western Divisional Tour, Phoenix, AZ



The National Beat

By Peter W. Pandolfi

The following article entitled "Building Membership" was written by Jeff Oaks, AACA Vice President of Regions Development and Support—Southeastern Division. It was originally published in the Summer 2021 Rummage Box. I hope you all enjoy it.

One of the concerns that many of us have is recruiting new members for our local regions and chapters. The AACA is a great club and has much to offer, but surprisingly, some of the car folks that I run into know little about us. How can that be? We are the largest antique auto club in the world! Have we failed in advertisement and promotion?

Our local chapter decided some years ago that we needed to come up with ways to get the word out about our club and promote the AACA in general.

Some of the ideas we have had was to get our old cars out of the garage more often and out in public. We have all had several in the parking lot admiring our car when stopping at a business somewhere. It is prime time to promote the club and the hobby! You can tell them about the local club and the AACA but nothing beats having some sort of an info flyer handy in the glove box to pass along to them. Be prepared! Include an event calendar in there too! Business cards with contact and website info has also been a success. You can invite them to the next meeting and write the time and location on the back of the card. This has worked well at shows and displays like cars & coffee, cruise-ins, and most any event where old car folks are gathered. Local news articles promoting an upcoming event will spark big interest. At our annual chapter show, we have a designated space at the registration area for "Club Information & Membership" with someone assigned to answer any questions and promote the club. We have old issues of the AACA *Antique Automobile*, along with our Region magazine, and other items club related, recycled from our membership, and available at the show. Potential membership packets and recycled magazines are passed to those that show an interest in the club.

These are just a few of the ideas that have worked for us and there are many other options as well. Advertising and getting the word out is the key to a growing membership. Be active! By spreading the word and being public, our local chapter membership and car show attendance has tripled in recent years. All car guys and gals have a bit of salesmanship in their blood some-where, so get out and promote the club and the hobby that we all love.



September Trivia Question Answer:

The official name of the mascot of Rolls Royce, she is the lady on top of their radiators. Also referred to as the Flying Lady.





Contacts:

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

Show Information: Pete Pandolfi (703) 919-8343



45th Edgar Rohr Memorial Car Meet Saturday, September 18, 2021

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



Go to www.cruisinforheroes.com for infor-



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

- * 1996 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 admission to the Manassas Museum and Flea Market
- * Free trailer parking at the Osbourn High School
- * Model T assembly/disassembly demonstrations
- * One block from Old Town Manassas dining and shops
- * Nearby International Food Festival and Farmers' Market
- * Rain or shine

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

1955 Dodge Custom Lancer
Owners: Steve & Judy White
2019 Arthur Ault Award Winner

We honor Steve & Judy who both passed away in 2020. Thanks to their son, Jeff, for displaying the car.



MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1996 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 1996 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 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 1996

Class B – All Modified vehicles up to 1996

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

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

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

Best of Show Post-War (1968 – 1996)

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

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.

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.

Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____

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

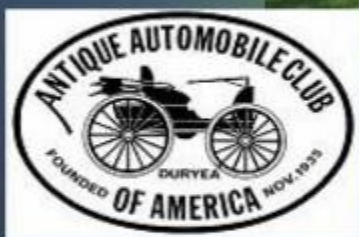
Antique Automobile Club of America

WIN THIS 1973
JEEP COMMANDO!

Raffle drawn on Saturday,
October 9th at 2:00 p.m. at the

2021 HERSHEY FALL NATIONALS

Winner need not be present to win and is responsible for all taxes.



Win the Jeep or Opt for \$5,000 Cash
Raffle Tickets on Sale Now - \$10.00 each
Proceeds benefit the Antique Automobile Club of America (501c3)

FOR MORE INFORMATION CONTACT PAULA RUBY AT
410-627-1642 OR PAULASPACKARD@HOTMAIL.COM

Permit #116-1



**Save
the
Date**



October 2, 2021

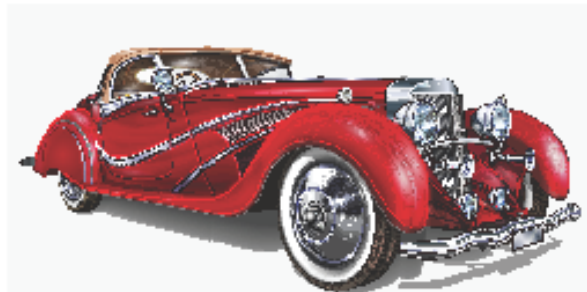
**Pre-War
Poker Run**

**Watermill Tour
Catered Lunch
Museum of the Shenandoah
Ice Cream Social**



**Ayrshire Farm
Upperville Virginia
& Surrounding Area**

**For More Information
Joy@AyrshireFarm.com**



28th ANNUAL
KENA SHRINERS CAR CLUB
CAR, TRUCK & MOTORCYCLE SHOW

AND

ST. THOMAS UNITED METHODIST CHURCH SOCK HOP
SATURDAY, OCTOBER 9, 2021 1:00PM-5:00PM

ST. THOMAS UNITED METHODIST CHURCH
8899 SUDLEY ROAD*MANASSAS, VA 20110

OPEN SHOW - ALL YEARS OF CARS*TRUCKS*MOTORCYCLES

ANTIQUES, CLASSICS, STREET RODS, STREET MACHINES, CUSTOMS, MUSCLE, FOREIGN, YOUNG WHEELS, ETC.

PAVED PARKING LOT;
AMPLE FREE PARKING;
INDOOR REST ROOMS;
SPECTATOR ADMISSION BY
DONATION;
PROCEEDS BENEFIT KENA CAR CLUB

TROPHIES TO TOP 10;
DOOR PRIZES;
DASH PLAQUES FOR
FIRST 75 SHOW CARS;
FOOD AVAILABLE;
GOOD MUSIC

FOR INFORMATION CONTACT: Joe Workman - 703-565-4721; email joeeworkman@gmail.com
Fred Sadrak - 703-855-7955; email fsadrak@verizon.net

KENA CAR CLUB'S 28TH ANNUAL CAR & TRUCK SHOW REG. # _____
EARLY REGISTRATION \$15.00
MAIL TO: DICK JAVINS, 508 YEONAS R. SW, VIENNA, VA 22180-6436
REGISTRATION AT GATE \$20.00

Name: _____ Phone: _____

Address: _____

City, State, Zip: _____

Club: _____ Signature: _____

VEHICLE: Year: _____ Make: _____ Model: _____

Old Dominion Meet Association Fall Tour

Fri. Oct. 22 – Sat. Oct. 23, 2021

Visiting Winchester and the Upper Shenandoah Valley
Hosted by Shenandoah Region, AACA

HOST HOTEL: Holiday Inn Winchester Historic Gateway, on Rt. 522 at 333 Front Royal Pike, Winchester, VA 22602. We will gather there and use it as a home base. A group rate has been arranged at \$109.00 per night, which includes (1) \$10.00 breakfast voucher per person (limit 2 vouchers per room). Mention SRAACA or ODMA when you reserve, best done by phone, 540-667-3300. The group rate will be in effect Wed. thru Mon. for those who wish to come early and/or stay after the tour. The block of rooms will be held thru Oct. 1, so please make your reservations sooner rather than later.



CONTACT: Tour Chair, Bill Carl Email: bill_carl@yahoo.com Cell/text: 540-247-3750



ITINERARY: On Friday afternoon, tour packets will be available for pickup in the hotel lobby between 1:30 pm and 2:15 pm. We will gather at the hotel at 2:00 pm, leaving at 2:30 pm to motor to our personal tour of renowned White Post Restorations, in White Post, VA. It will be a fun and easy drive to and from there on some of our picturesque back roads. We will also be driving through the grounds at the Historic Long Branch Estate before returning to the host hotel.

Dinner will be pay-your-own-way. The host hotel may be available for dinner (in August, they are still serving breakfast only); in any case, for those interested, we have planned a short drive to a location which has several mid-range dining options to choose from, and has safe parking for groups of antique vehicles adjacent to the various restaurants there.

On Saturday morning, tour packets will be available for pickup between 8:30 am and 9:15 am. We will gather at the hotel at 9:00 am Saturday, leaving at 9:30 am for a day of relaxed driving in our scenic Upper Shenandoah Valley, including a stop at the Strasburg Museum (voted "Best Museum in Shenandoah County 2021") with its model railroad and early pottery exhibits (see strasburgmuseum.org).



From Strasburg, we'll motor leisurely down the Pike through "the other" Woodstock (Woodstock, VA) on our way to our lunch destination.



Old Dominion Meet Association Fall Tour

Fri. Oct. 22 – Sat. Oct. 23, 2021



ITINERARY (continued): After our Saturday lunch stop, we'll make our way to our final stop, the notable Museum of the Shenandoah Valley.

Located in Winchester, it has outdoor displays as well as its many indoor art, history and cultural exhibits. Featured in Oct. will be a loan from the National Geographic Photo Ark, with numerous compelling animal photos by Joel Sartore; and the Invitational Outdoor Sculpture Show, with works from seven local contemporary sculptors on display in the seven acre formal gardens. The two-story MSV is wheelchair accessible;

snacks and beverages are available in the Museum

Store; presently [August], masks are required in the indoor galleries. The Museum of the

Shenandoah Valley is also the site of the restored Glen Burnie Manor House with its enchanting formal gardens (see themsv.org). Tours of the Manor are included in your museum admission. From the MSV, we'll regroup and return to the host hotel.

Dinner will again be pay-your-own-way. The host hotel may be available for dinner (in August, they are still serving breakfast only); in any case, for those interested, we have planned a short drive to a location which has several mid-range dining options to choose from, and has safe parking for groups of anique vehicles adjacent to the various restaurants there. We are also working on a fun stop for Sunday morning before people depart for home.



National Geographic Photo Ark

COST: The tour cost is \$48.00 per person, which includes lunch and museum admissions.

A registration form is on the following page.

Note: Deadline for registration is Oct. 2, 2021. No Refunds After Oct. 15, 2021

The Old Dominion Meet Association (ODMA) is one of the few non-geographical associations of its kind in AACA. 15 out of 17 AACA regions in Virginia are members of ODMA. ODMA hosts a statewide meet each year which rotates among the regions around the commonwealth. The class structure organization, judging criteria and awards follow those of AACA with some local exceptions. The 15 member regions follow:

Accomack-Northampton Region • Bull Run • Crater • Historic Fredericksburg • Historic Virginia Peninsula • Lynchburg • Martinsville-Danville • Northern Neck • Piedmont • Richmond • Roanoke Valley • Shenandoah • Tidewater • Tri-County • Waynesboro-Staunton



WE HOPE YOU WILL JOIN US – COME SEE THE BEAUTIFUL FALL COLORS IN OUR VALLEY !

2021 ODMA Fall Driving Tour --- Registration Form

Shenandoah Region, AACA Registration Deadline: Oct. 2, 2021

Name(s): _____

Address: _____ City: _____ State: _____

Email: _____ Cell Phone for Tour: _____


Home Phone Pre-Tour: _____ AACA Region: _____

Car Year/Make: _____ (to help us plan tour route)

Trailer Parking Requested (check one): Yes No Joining us Friday for White Post Tour? (check one) Yes No

PLEASE MAKE YOUR SATURDAY LUNCH SELECTIONS BELOW (ONE FORM PER PERSON—make copy if additional needed)

West Oaks Farm Market
BOXED LUNCH ORDER FORM

Name: _____ 

Check One:

<input type="checkbox"/> Country Ham	<input type="checkbox"/> American Cheese
<input type="checkbox"/> Black Forest Ham	<input type="checkbox"/> Provolone Cheese
<input type="checkbox"/> Turkey	
<input type="checkbox"/> Bologna	
<input type="checkbox"/> Chicken Salad	
<input type="checkbox"/> Tuna Salad	
<input type="checkbox"/> Egg Salad	
<input type="checkbox"/> Ham Salad	

Check One:


<input type="checkbox"/> White Bread
<input type="checkbox"/> Wheat Bread

Check to Include:

<input type="checkbox"/> Lettuce	<input type="checkbox"/> Bun
<input type="checkbox"/> Tomato	<input type="checkbox"/> White Wrap
<input type="checkbox"/> Onion	<input type="checkbox"/> Spinach Wrap

All sandwiches are served with a side of mayo, mustard, bag of chips, cookie, fruit and bottle of water.

West Oaks Farm Market
BOXED LUNCH ORDER FORM

Name: _____ 

Check One:

<input type="checkbox"/> Country Ham	<input type="checkbox"/> American Cheese
<input type="checkbox"/> Black Forest Ham	<input type="checkbox"/> Provolone Cheese
<input type="checkbox"/> Turkey	
<input type="checkbox"/> Bologna	
<input type="checkbox"/> Chicken Salad	
<input type="checkbox"/> Tuna Salad	
<input type="checkbox"/> Egg Salad	
<input type="checkbox"/> Ham Salad	

Check One:

<input type="checkbox"/> White Bread
<input type="checkbox"/> Wheat Bread

Check to Include:

<input type="checkbox"/> Lettuce	<input type="checkbox"/> Bun
<input type="checkbox"/> Tomato	<input type="checkbox"/> White Wrap
<input type="checkbox"/> Onion	<input type="checkbox"/> Spinach Wrap

All sandwiches are served with a side of mayo, mustard, bag of chips, cookie, fruit and bottle of water.

Number of Per- @ \$ 48 = Amount En-

(includes lunch and museum admissions)

No Refunds After Oct. 15, 2021

Make checks payable to Shenandoah Region, AACA and mail completed form with payment

to: Linda Comontofski, 1501 West King St., Martinsburg, WV 25401 **Forms**

without payment and/or signature will be returned.

I agree that the ODMA and Shenandoah Region, AACA, named sponsors, and their directors, members, and agents will not be held liable in any injury or incurred by tour entry vehicle(s) before, during, or after the subject tour. I will abide by all guidelines of this tour as outlined. I further certify that I carry Liability Damage Insurance on tour entry vehicle(s).

SIGNATURE: _____ DATE: _____