



THE CLUTCH CHATTER

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www.bullrunaaca.org



Car of the Month 1967 Cadillac Ambulance *By Peter W. Pandolfi*

Most people have never had the experience of riding in the back of an ambulance. While that is great for them, it is not true for me. In fact, I have ridden in the back of an ambulance more times than I can count. No, I am not accident prone, but for years I served as an ambulance driver and attendant both as a volunteer and for two paid



1967 Cadillac Ambulance with a very young author

ambulance services. My journey began at the tender age of 16 when I joined the Dumont Ambulance Volunteer Youth Squad. As a Life Boy Scout, I had already taken both standard and advanced first aid courses from the Red Cross. As a youth volunteer, I put those skills to work. By the time I was 17, I was certified as an Emergency Medical Technician (EMT), which was a fairly new and rare level of training in 1970. But this story is not about me. It is about the vehicles we know as ambulances.

The ambulance has changed significantly over time. The concept of a vehicle to haul injured individuals to a medical facility came about during the American Civil War.

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.Wow! June already. I can't believe half the year is gone. That just shows how busy we have been in the Region. As I look back at these first six months, I see the Region making a lot of progress. We have added five new members to the club. We have new, re-designed website. We are on Facebook and more of our members are stepping up to either run or assist with our activities. When I became President for the second time in 2021, I had a goal of improving in each of these areas, and thanks to all of you we have been successful. No one person can do this. It takes all of us working together to keep our Region thriving and fun.

While helpful to look back, it is more important to look forward. The next six months will be very active. The elephant in the room? The Edgar Rohr Memorial Car Meet on September 16. Gene and Randy have done a tremendous job in advertising the meet, working with our new venue and getting everything in place for the event. They have a host of members already working diligently on the show. Jon Battle and John Price are soliciting sponsors and getting the word out. Jim and Sally Batchelder are expertly handling registrations. Bill Sessler is working with the Masons (our new venue) and the Model T club to arrange their demonstration. Our partner, Crusin-For-Heroes, have been actively passing out show flyers and advertising the show. These efforts plus the work of several other members, Craig Flanagan—Awards, Franklin Gage—Chief Judge, Scott Patton—Insurance and Banner, Jennifer Gilkey—Club Store, are ensuring the show's success. As the time approaches, we will need more members to step forward especially on the day of the show. Get with either Gene or Randy to volunteer your services. I know they will appreciate it.

Also in the coming months we will have the ODMA Tour, the Manassas Christmas Parade, the December meeting cookie exchange along with the election of officers for 2024 and selection for the annual awards to be presented at the January banquet. So while you are enjoying the summer with its multitude of collector car events, please give some consideration these Region events. Participating in the Christmas Parade it a great time. Ernie Newland heads this effort for us, so let him know if you would like to participate especially if you own a classic convertible. Additionally, around September I will be soliciting volunteers to run for Region officer positions. The goal is to have the ballot published in the November Clutch Chatter for the December vote. All positions, officers and board of directors, are available to any member.

I truly appreciate everyone's efforts and look forward to another great six months. Pete



[June Automotive Trivia Question](#)

What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

See answer on Page 10

Car of the Month continued

Many attempts at creating such a capability existed prior to the mid-1800s, going back as far as the 1400's in Europe and China. In 1858 Dr. Israel Moses proposed an original design to the U.S. Congress for a U.S. military ambulance service. By 1861, a compliment of two- and four-wheeled wagons were converted to carry injured soldiers from the battlefield to field hospitals. These wagons were crude



Example of Civil War era ambulance

and rough riding leading to some soldiers not surviving the trip, but it was a start. After the war, as designs were modified, many cities began to use converted wagons to move ill and injured citizens to



Rear view of 1967 Cadillac in garage bay

area hospitals. Progress was slow and, yes, some ambulances did double duty as hearses, or vice ver-

sa.

With the advent of the automobile, ambulances began to thrive as motor vehicles were faster and more comfortable than the wagons. While just about any car could be converted to ambulance duty in the early days, most were built on large framed, high end automobiles such as Packard, Studebaker, Cadillac and Lincoln. Ambulance attendants had little training and there was not a great need for much equipment other than a stretcher. This, too, would evolve as time went on. One thing that has been consistent with ambulance evolution is that they keep getting bigger.



View of the front seat with battery switch

That was a long introduction to get to the subject of this article. The 1967 Cadillac DeVille ambulance made by Miller-Meteor is my favorite ambulance. When I first volunteered, the Ambulance Corps of Dumont, New Jersey had a 1964 Cadillac Superior ambulance and this 1967 Cadillac, unit numbers 28 and 29 respectively. Both these vehicles were big and comfortable. They carried a wide range of equipment, which was identical between the two. In my opinion, the 1967 had a better look and more efficient design when compared to the 1964. Also, it was our newest ambulance being only 2 years old when I joined.

This ambulance was built on a Cadillac Series 75 limousine chassis and fitted with a station wagon type body similar to a hearse. To be clear, this unit was an ambulance from the ground up and never served as a hearse. Powering this nearly four ton behemoth was Cadillac's 472 cubic inch V-8 engine making 375 horsepower and delivering 525 foot pounds of torque.

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Editor's Notes by Peter W. Pandolfi:

Your Hobby, Your Newsletter, Your Stories

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

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



June Anniversaries

None

June Birthdays

- Mary Beth Borsetti June 10
- Sally Batchelder June 28
- Cecilia Healy June 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

Parking Lot: Have a car, some automobilia or shop tools to sell? Don't forget to advertise it in our Parking Lot feature. Just submit the information and a picture to Pete to get it included. Every member of the Region will get to see what you are offering as well as several other Regions in our area that get copies of the Clutch Chatter. Best of all it is free!

Awards: During the May meeting, two Bull Run members received awards from President Pete Pandolfi. Ron Davis was presented his Historic Preserva-

tion plaque for his 1964 Porshe won at the Gettysburg meet in May. Additionally, Bill Sessler was presented his Lifetime Membership certificate recognizing all his contributions to the Bull Run Region over the past 53 years.



Ron Davis (Top) & Bill Sessler (Bottom) receiving their awards from Pete

Show and Shine: Our display at the Virginian Assisted Living Facility scheduled for June 17 has been cancelled by the facility. An unexpected conflict arose on their part. This event may be rescheduled.

Car Show Trophy Sponsorships: Bull Run members have the opportunity to sponsor any of the awards being presented at the 47th Edgar Rohr Memorial Car Meet on September 16. Sponsorship levels are \$100 for one of the three special awards, \$75 for one of the Best of Show awards, and \$50 for two of the class awards. Sponsors have their name printed on the trophy, are listed on the list of sponsors and their name is announced at the awards presentation. Anyone interested in sponsoring an award should contact Gene Gilkey or Randy Higgins. Make checks payable to "Bull Run Region, AACA".

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Meeting Minutes

by *Bill Sessler, Secretary*

The monthly meeting of the Bull Run Region was held on May 21, 2023 at the Manassas VFW Hall with 19 members in attendance. The following were the issues discussed:

1. Pledge of Allegiance
2. Treasurer's Report: Read and approved.
3. President's Report: Ron Davis was presented his First Preservation Plaque for his 1964 Porsche, which was won at the Gettysburg Meet. Bill Sessler received his Lifetime Membership in the Bull Run Region certificate. See write-up in Member News.
4. Ernie Newland reported that the Manassas Christmas Parade will be held on Dec 2, 2023. He needs members with convertible classic cars for the Parade VIPs. For this the Region receives a free entry for other classic automobiles. Contact Ernie if you are interested. The theme is Christmas in Toyland. Jennifer Gilkey advised that new magnetic signs have been ordered with the Region logo and website. They will be ready for the parade.
5. Rohr Show report: Gene Gilkey and Randy Higgins informed the members that the arrangements with the new venue are complete and the Masons are very excited to host our event. They will deliver a \$250 check to the Lodge for use of the event venue shortly. They also said they got the street banner from Scott Patton. They will review the banner for needed updates or possible replacement. They are also looking into renting an electronic bill board to advertise the show. One of our potential show sponsors rents such items and may be persuaded to donate the rental in lieu of the sponsorship cost.
6. ODMA: Franklin Gage reported that the Fall Tour is scheduled for early November. The Northern Neck Region should have the flyer out soon.
7. Website: Getting a number of views. Any article submitted to the Clutch Chatter can also be submitted to the website.
8. New Business: Randy gave a short presentation on the traditions behind challenge coins. He suggested that the Region design its own coin which can be presented to guest speakers and sold in the Club Store. Both members and non-members could purchase them as many people collect vari-

ous challenge coins. The initial cost for 100 coins would be \$540 which includes a \$90 one time set up fee. The coins could be sold at a substantial profit since most challenge coins sell for \$15 to \$20. He made a motion that the Region design a coin and initially purchase 100 coins. The motion was seconded and passed with one dissenting vote. Randy's son, a graphic designer, will provide designs for club review and approval. The goal is to have the coins in time for the September car show.

9. Randy gave a presentation on the Tucker automobile.
10. 50/50 won by Steve Deitz who donated his winnings back to the Region
11. Adjourned.



Member News continued

Clutch Chatter: We publish more than articles on cars. If you have attended a show, auction, museum or any other place of interest, share it with the rest of the club. All it takes is a few words and pictures. We look for a short article of about 1000 words and enough pictures to take the readers on a trip to the past. Any little story will do whether a road trip, restoration, or just fond memories. I am sure everyone of us has an interesting story. Let's hear your tale.

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

Meeting Presentations: Randy Higgins is temporarily coordinating the effort as we are still looking for someone to take on this project. Anyone volunteering to take on this project will be free to change the format as he/she sees fit. If you are interested in running this feature, please let Pete or Randy know.

Website: Randy Higgins has gotten our new website fully up and running. The new address is www.bullrun.aaca.com. Check out the new site. If you have any ideas or talents to assist him, please let him know. Randy has moved over the pictures of current members' cars from the old site. If you got a new classic or didn't have your car on the old site, send Randy a picture and get it included. Check the website regularly as we will be posting a variety of information to include show flyers, past Clutch Chatters and special announcements.



Car of the Month continued

Electrical power in an ambulance is critical. Running interior lights, emergency lights, radios, sirens and some emergency medical equipment took a lot of power. Consequently, this ambulance had a high output generator and two storage batteries to power all the electrical equipment.

So what is unique about this 1967 Cadillac? Well open the massive hood and you will see that huge engine, but it looks just like the engine bay of any Cadillac of that era except for the second battery and larger generator. So let's look in the front seat. It looks like the interior of any standard Cadillac of that year except for a few items. Mounted to the dash you see the dispatch radio and controls for the electronic siren.



Headliner panel with switches and warning lights

Under the dash just above the floor you see a large black rotary switch. This control allows the driver to select either the first battery or the second battery or both batteries. You always selected both batteries, and the fourth position turned all the batteries off.



Cadillac 472 cu in engine making 375 hp



Interior rear view with patient cot

You find this feature on most emergency vehicles, which can sit unused for extended periods of time. Coming out of each "A" pillar are the control wands for the two, side-mounted spot lights which doubled with red flashing emergency lights. Look up to the headliner and you see a panel with three lights and switches. The switches activated the emergency lights and sirens. The lights served as a silent signal to the driver from the attendants in the rear so any family member of the patient riding in front would be unaware of changes in the rear. Green meant speed up, things are going south, yellow meant slow down, the ride is affecting the patient, and red as always meant stop. In reality, these lights were seldom used.

So all in all the front third of the car was not that different from an ordinary Cadillac. The back two thirds were like no other type of vehicle. This ambulance had several cabinets containing a variety of emergency medical supplies. The roll up door cabinet held fresh linen for the patient cot. The phone-like unit was a direct dial radio to any of the local hospitals. This was used to relay in real time to the Emergency Room what the crew was dealing with and a mechanism to relay vital signs along with other information. This allowed the Emergency Room to better prepare for what was coming in. Down the left side was the patient cot, not a stretcher, which was wheeled in and out by the attendants. The wheel carriage extended once out of the ambulance and could be adjusted to a variety of heights as needed. Mounted to the left side wall was the breakaway stretcher which split in half and could be scooted under a patient and rejoined to lift the person up. It was very useful for suspected back injuries where you did not want to move the patient much.

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The National Beat

By Peter W. Pandolfi

The following article entitled "Generations" was written by Fred Trusty, AACA President. It was originally published in the Winter 2023 Rummage Box.

According to most car clubs, the old car hobby has been on the decline for several years. The reason, they say, is older members are aging out and younger people aren't interested in cars. The silent generation (1925 – 1945) is now between 78 and 98 years old and the baby boomer generation (1946 – 1964) is now between 59 and 77 years old so it makes sense that we are losing a lot of members over the age of 59. Let's take a look at some of the other generations. The years can vary depending on the source.


Generation Z (1997 – 2012) 11 – 26 years old. Gen Z has a completely different view of the world than other generations. They grew up with cell phones, social media, same sex marriage, global terrorism, and tend to have an entrepreneurial spirit. They freely admit that they are digital device addicts, value financial security, but yet they have very little loyalty toward their employers. They look up to their role models based on career and financial success and tend to have the least disposable income.

Millennials (1981 – 1996) 27 – 42 years old. Millennials grew up with computers, the internet, cell phones, the environmental movement, and are tech dependent. A smartphone is more than an electronic device, it's a part of who they are. Most were starting their careers after the 2008 recession which reduced their earning potential, and they also have more debt due to increased college tuition costs but more of them are college educated compared to other generations. They are also likely to have less disposable income due to the higher debt. They seem to be more idealistic, too. It's not just working for a paycheck; it's working for a purpose or a cause.

Generation X (1965 – 1980) 43 – 58 years old. Gen Xers have been described as independent and try to balance their work and personal lives. Typical Xers have a do-it-yourself attitude, are tech savvy but not tech dependent, and lean toward casual in their style of dress. Oil leaking around the valve cover your 2004 Honda Civic? Watch a YouTube video, order the part online, and do it yourself. Their kids are in high school, college, or working full time. They're starting to think about grandkids and taking care of their aging parents. Some are starting to have some disposable income due to kids moving out and the

passing of their parents. "I remember riding in dad's antique car as a kid and you know, I think I can get it running again. Dad would have loved to see me driving it."

By now you're probably thinking, what do generational differences have to do with car clubs? In order to market a product you have to know your market window. Everyone talks about getting younger people involved in the hobby and that's great. Plant the old car seed in a youngster and hopefully when they grow up, they will embrace the hobby. But let's face it, most people under the age of 25 have very little disposable income and very little free time. School, sports, and a part time job take most of their time. So what about the 26 – 45 age group? This demographic is in the middle of their careers and have families, so their money and time are also limited. I'm not saying that no one under 45 likes old cars. All I'm saying is that their lives are so busy they don't have the time. I look back to when I was that age. A man that I knew tried to get me to join AACA. I told him I didn't have time for a club. I have a full-time job, a small business, a farm, and three kids playing soccer. I barely have time to sleep. Fortunately, he was persistent, and I finally joined the KYANA Region a few years later after our son graduated from high school. Our oldest daughter was in high school and driving so we were no longer a taxi service for her. That left our youngest daughter who was still in middle school but being a taxi for one kid takes a lot less time. It wasn't until she graduated that we began to have some free time.

The point that I'm trying to make is to be mindful of younger people's hectic lives when trying to recruit them. Us baby boomers were once as busy as they are so be patient. When they reach the 45 – 65 age group is when they start to have some disposable income, free time, and start thinking about their youth. That is when they are most likely to join a club. 

2023 Refreshment List

Month	Snacks	Drinks
June	Gilkey	Gilkey
July	Price	Price
August	Picnic	Sesslers
September	Richardson	Richardson
October	Hudson	Hudson
November	Pozdol	Price
December	Cookie	Exchange

Car of the Month continued

On the right side was a full length bench which could double as a place to lay a second patient. Usually, this was the seating area for the attendants working on the patient. Under the padding was a storage area for long items such as splints, the Reeves stretcher and a few extrication tools. Oxygen bottles were stored in the front cabinets along with a portable suction device. A lot of stuff for a small area. In addition to the equipment, you had the patient and two to three attendants in the back speeding to the hospital. Communication became a little strained with the road noise, engine noise, radio traffic and blaring sirens.



Rig 29 at a commercial fire in Dumont

Speaking of sirens, this ambulance had both a Federal electronic siren and a three-tone mechanical siren. You would be most familiar with the electronic siren with it's up and down wave tone, warble tone, or hi-lo tone similar to European sirens. The mechanical siren is more like those of the 1940s and 50s. This siren



At another fire. Note the silver mass behind the left side grille. That is the 3-tone siren.

with its three tones developed such a loud screech that could pierce any sound insulation. I once saw a driver use this siren on a car that would not yield the right of way. He got close behind the car and laid into the siren. It actually vibrated the car in front of us. We got the driver's attention. One other thing about the siren, at that time most American cars had a floor-mounted hi-beam headlight switch. In the ambulance there were two such buttons one which controlled the siren. At night, better choose the right switch.



Example of a WWI vintage Army ambulance

I could go on for hours about my experience in this ambulance, but I have already gone too long. Just as a side, while this was a vehicle with a very comfortable ride, I would not recommend it for a long road trip. The huge engine combined with the weight meant you



Example of a WWII vintage Army ambulance

averaged about 4 miles per gallon. With a standard 16 gallon gas tank, you were not going to go too far. Next issue we will see the next step in the evolution with a 1971 Cadillac Superior ambulance.



What's In a Name

By Peter W. Pandolfi

This article presents a badge or logo and provides a brief explanation of the item. The source for the following information was derived from Wikipedia.

Errett Lobban (E. L.) Cord began his career in automobiles when he became the manager of the fading Auburn Automobile Company in Auburn, Indiana in 1924. Through business maneuvers like taking stock options and profit percentages instead of a salary, Cord built the Cord Corporation, a holding company for such automobile companies including Auburn, Duesenberg Incorporated, and Cord Automobile.



As 1929 approached, things were looking good for Cord and the empire he had created. The portfolio of his Cord Corporation included flashy Auburn automobiles, Lycoming engines, Stinson aircraft, Checker taxicabs, and even the mighty Duesenberg among its offerings, but Cord was an auto manufacturer without a namesake marque.

He rectified the situation in June 1929 with the introduction of the Cord L-29—the first front-wheel-drive automobile sold in the American market—and one that offered dramatically different styling. A Lycoming straight-eight engine, modified to drive a front-mounted transaxle assembly, provided power. This radically different layout offered unprecedented lowness and a long hood. The Cord Automobile logo was the Cord family coat-of-arms. The emblem is similar to the Scottish “McCord” heraldry. The logo has a knight’s helm at the top, a shield with two hearts and an arrow at the top, a dividing black line, and two arrows and a heart at the bottom, with a banner that reads “CORD.”

Initial sales were brisk as the summer of 1929 turned to fall, but in late October the stock market crash poured cold water on sales of the sporty L-29. In all, Cord sold roughly 5000 examples before production ended on December 31, 1931.

About the same time Gordon Buehrig, who had been the chief body designer for Duesenberg since 1929, move on to General Motors. There, for an internal design competition, he created a streamlined sedan featuring a blunt nose, externally mounted radiators, and

concealed headlamps. The design placed last with styling boss Harley Earl and other GM executives but finished first among Buehrig’s fellow competing designers.



1930 Cord L-29

Soon after that, Duesenberg president Harold Ames lured Buehrig back to the company and Buehrig’s futuristic model became the Cord 810 of 1936. Cord offered the 810 as a sedan as well as two- and four-seat convertibles. As beautiful and innovative as the cars were, the company lacked the necessary capital to properly develop them and bring them to market; the goal of producing 1000 cars per month never materialized. The 1937 model, renamed the 812 but virtually identical to the 810, added two long-wheelbase sedans and an optional supercharger with chrome-plated side exhausts snaking out of the hood.



1937 Cord 812 Cabriolet

While the design would prove timeless, time had run out for Cord. Some 3000 of the 810/812 series were made before production came to a halt in August 1937. By then, Cord himself had cashed out his ownership of the company and retired to California. Before the end of December, the company was in bankruptcy and the revolutionary Cord automobile became a fascinating footnote in automotive history. The design and engineering would resonate and inspire for decades, however, and to this day Cord automobiles enjoy an enthusiastic following of both owners and admirers.



2023 Bull Run Events Calendar

Local Calendar:

- Jun 3—Historic Fredericksburg Show, Fredericksburg, VA
- Jun 10—Latimore Car Show, Gettysburg, PA
- Jun 13-17—Rolls-Royce National Meet, Gettysburg, PA
- Jun 11 – Monthly Business Meeting, VFW Hall
- Jun 17—Lions Car Show & Parade, Herndon, VA
- Jun 18—Sully Father’s Day Show, Chantilly, VA
- Jul 9 – Monthly Business Meeting, VFW Hall
- Aug 13 – Monthly Business Meeting, Sessler’s
- Aug 19—Rose Hill Benefit Show, Frederick, MD
- Sep 4—Labor Day Car Show, Fairfax, VA
- Sep 10 – Monthly Business Meeting, VFW Hall (Show Prep)
- Sep 16 – Edgar Rohr Memorial Car Meet, TBD
- Oct 15 – Monthly Business Meeting, VFW Hall (moved for Hershey)
- Nov 12 – Monthly Business Meeting, VFW Hall (Car Show Review)
- Dec 2 – Manassas Christmas Parade
- Dec 10 – Monthly Business Meeting, VFW Hall (Cookie Exchange & Officer Elections for 2024)

National Calendar:

- Jun 25-28—Eastern Division Tour, Denver, PA
- Jul 16-22—Founders Tour, Ontario, Canada
- Jul 26-29—Special Eastern Summer Nationals, Norwich, NY
- Aug 10-12—Grand Nationals, Bettendorf, IA
- Oct 3-6—Eastern Fall Nationals, Hershey, PA
- Oct 22-27—Glidden Tour, Thomasville, GA



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The Parking Lot

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For Sale: Collection of vintage dash plaques from the surrounding area. (Actual collection not pictured.) Goes back decades with some in their original envelopes. Sold separately or as a collection. Contact Chip Rohr, crohrsoccer@comcast.net.



Ernie & Nancy Newland
 Owners
 8665 Sudley Rd
 Manassas, VA 20110-4588
 p: (703) 350-2951
 f: (703) 330-2956
 e: store1717@theupsstore.com
theupsstore.com/1717

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



June Trivia Question Answer:

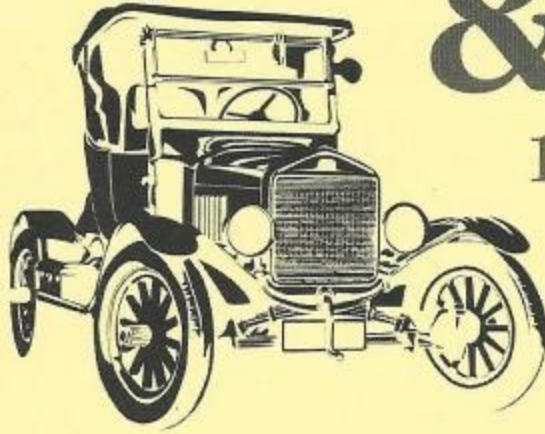
Carroll Shelby's Mustang GT350



HOSTED BY THE RESTON & MERRIFIELD LIONS



Car Show & Parade



11AM - 3PM

SAT,
JUNE 17

All makes,
models, years
are welcomed!

Parade Arrival- 11am

Sunrise Senior Living Center

1778 Fountain Dr, Reston, VA 20190

Car show - 12pm - 3pm

Amphora Diner

1151 Elden St. Herndon, VA 20170



\$25 Entry Fee per car, Free to attend!

Food & Drinks from Amphora Diner!

Free dance lesson provided by *Artistry
in Motion!*



All profits go to Vision, Hearing and
Memory Loss Foundations



For more info, contact:

James Luehers (703-742-8043,

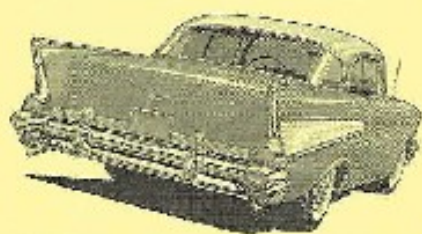
jamesluehrs@gmail.com)

Robert Eastridge (703-231-1457,

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Not responsible for accidents, injuries, or property damages.

Gettysburg Region AACA



48th Annual



Latimore Car Show

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

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

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

Breakfast and Lunch will be available.

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



314 Latimore Valley Rd., York Springs, PA 17372

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

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

Registration Focus on Reverse Side

Meet Chairman

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Chief Judge

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Registration Deadline

July 26, 2023



Old Meets New

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

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

All pre-registered trailer parking onsite.

Wednesday, August 9th

5-9 PM Registration/Trailer Parking Open - Isle

Thursday August 10th

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

Friday August 11th

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

Saturday, August 12th

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

Attractions

Thursday

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

Friday

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

Saturday

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



Grand Nationals



Hosted by



Host Hotel



Isle Casino Hotel Bettendorf

1800 Isle Parkway
Bettendorf, IA 52722
800-843-4753

AACA Room Rate
\$125 Wed/Thur
\$139 Fri/Sat plus tax
Group Code AAC823

Includes 2 full breakfast buffets
Hotel Reservation Deadline
July 26th, 2023

More Information visit
mvr.aaca.com

Or call 563-340-3266



38th Annual Vehicle Show Benefiting

Camp Jamie, Alzheimer's Assoc., & Rose Hill Manor Children's Museum



SPONSORED BY
FRANCIS SCOTT KEY ANTIQUE CAR CLUB
Chapter of Sugarloaf Mountain Region of AACA

ALL YEARS, MAKES & MODELS WELCOME

SATURDAY, AUGUST 19TH 2023 (RAIN DATE SUNDAY, AUGUST 20TH)

LOCATION: ROSE HILL MANOR CHILDREN'S MUSEUM & HISTORIC PARK
1611 N. Market Street, Frederick, MD

SPECIAL ATTRACTION: FREDERICK COUNTY FIRE & RESCUE MUSEUM "MINI-MUSTER" Frederick County antique & current operational fire apparatus, hand and horse drawn pumbers, etc.



Additionally, Rose Hill Manor tours & the WWII re-enactors will exhibit

Registration: 8:00 a.m. – 12:00 p.m.	Longest distance registered vehicle driven
Voting: 10:30 a.m. – 12:30 p.m.	Youngest and Oldest driver of registered vehicle
Awards: Approx. 2:00 p.m.	25 Top participant's choice
Dash plaques for first 150 registered vehicles	2 FSKACC Best of Show picks (Pre 1968, Post 1967)

PRE-REGISTRATION/REGISTRATION (Please Print)

Name _____ E-mail address _____
For future show notification only

Address _____

VEHICLE INFO		FIRE EXTINGUISHERS SUGGESTED IN VEHICLES
Year	Make	Model

Vendor Space approx. 10'D x 15'W (Tax number) _____

DONATIONS Tax exempt 501 (c) (4)

SUGGESTED: \$10 pre-registration before Aug 12th or \$15 day of show per vehicle or space.

Make checks payable to: FSK Antique Car Club, Inc., Benefit (sorry, no refunds)

Mail check with this form to: Bob Failor, 101 Fairfield Dr., Frederick, Maryland 21702

Info: Call or Text Jerry at 240-285-7729 or Skip at 240 422-0368 Fred Co Parks & Recreation Dept., FSKACC, SMR, or AACA, are neither responsible nor liable for any vehicle damage, theft or personal injury. All info subject to change. (Revised 3/1/2023)



ANNUAL LABOR DAY
CAR SHOW

SAVE THE DATE
SEPT 4, 2023
8AM - 3PM

4081 UNIVERSITY DR., FAIRFAX, VA

**ANTIQUES, CLASSICS, FOREIGN,
CUSTOMS, STREET RODS, MUSCLE
CARS, TRUCKS, MOTORCYCLES
AND MORE!**

TO REGISTER
WWW.LABORDAYCARSHOW.ORG



Parks and Recreation



**CLIFTON
LIONS CLUB**



The Bull Run Region of the
Antique Automobile Club of America is proud to present



47th Edgar Rohr Memorial Car Meet

Saturday, September 16, 2023



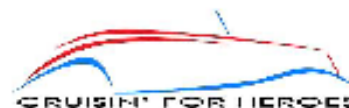
Manassah Lodge 182
9810 Cockrell Road, Manassas, VA 20110

Registration 8 am - 11:00 am. The show runs from 11 am - 8 pm. Rain or Shine.

- All collector vehicles invited, including stock, modified, and trucks.
- Dash plaques for all participants.
- Over 50 awards presented, plus Door Prizes and a Silent Auction.
- Participant Judging for Top 35 vehicles.
- 50/50 Charity Raffle by Cruisin-for-Heroes benefitting Fisher House.
- Model T assembly/disassembly demonstration.
- On-site food and beverage sales.
- Flea Market vendor spaces.
- Free trailer parking at Manassas American Legion Post 10.



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



*Charity Event benefiting the Fisher House
with our partner Cruisin-For-Heroes*



2022 Arthur Ault Award Winner
1964 Volkswagen owned by Liz & Randy Higgins

Bull Run contact information:
Registration: Jim and Sally Batchelder (703) 339-2064
General Information: Gene Gilkey (703) 830-5313
Randy Higgins (703) 853-2235

www.BullRun.aaca.com

Scan QR code to follow us on Facebook



Meet Rules

- All show vehicles will be classified by Bull Run Region upon arrival, and decisions are final.
- Stock vehicles, Class A, must be 25 years or older and 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-1988 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 traffic flow. Hoods must be open for best-of-show judging.
- All vehicles should have a charged fire extinguisher available.
- 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.
- 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.
- Late arrivals (after 11 am) may not be eligible for judging.

Awards*

TOP 35 as determined by participant vote.

Class A - Stock vehicles up to 1998
 Class B - Modified vehicles up to 1998
 Class C - 1999 and newer

Judged Awards

Best of Show Ford up to 1998
 Best of Show Foreign up to 1998
 Best of Show GM up to 1998
 Best of Show Independent up to 1998
 Best of Show Modified up to 1998
 Best of Show Mopar up to 1998
 Best of Show Stock Pre-1940
 Best of Show Stock 1940-1949
 Best of Show Stock 1950-1959
 Best of Show Stock 1960-1969
 Best of Show Stock 1970-1979
 Best of Show Stock 1980-1989
 Best of Show Stock 1990-1999
 Best of Show Stock 1999 and newer
 Best of Show Stock Truck under 1 ton GVWR up to 1998
 Best of Show Stock Truck over 1 ton GVWR up to 1998

Youth Award - Selected by Boy Scouts/Explorers
 Mason's Choice Award - Selected by Lodge 182
 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 from the show participants. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee. The results of the vote tally are final.

Trailers: Trailered vehicles can unload and park at the rear parking lot of American Legion Post 10, located at 9950 Cockrell Road (1/8 mile from the show field). Contact Randy Higgins at 703-853-2235 with any parking questions.

----- (CUT HERE) -----

REGISTRATION - Please complete one form per car

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder,
 7762 Cashland Ct., Alexandria, VA 22315

Bull Run Region and Manassah Lodge 182 will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassah Lodge 182 reserve the right to refuse admission.

Name _____

Address _____ City _____ State _____ Zip _____

Phone _____ E-mail _____

Circle one only: Stock - Modified - Modern ('99 and newer) - Flea Market Vendor - Car Corral

Year _____ Make _____ Model _____ Color _____

Total Amount Enclosed: \$ _____

Car pre-registration (received by 9-14-2023): \$20
 Show-day registration: \$25
 Car Corral registration: \$50
 Flea Market vendor registration: \$30 for 10' x 15' space
 Registration includes \$5 donation to Fisher House

AACA Eastern Fall Nationals

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



October 3 – 6, 2023 (Tuesday – Friday)

Flea Market & Car Corral Info:

Fallmeet@hersheyaaca.org

For more information:

Hershey.aaca.org

717-566-7720