



THE CLUTCH CHATTER

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www.bullrunaaca.org



Car of the Month

1971 Cadillac Ambulance

By Peter W. Pandolfi

I resume this short series on ambulances with the Dumont Volunteer Ambulance Corps' 1971 Cadillac high top ambulance made by the Superior Company. By 1970 the Corps' red and white 1964 Cadillac Superior ambulance was showing its age. The demand for increase space for equipment and other upgrades required the Corps look in a new direction. Change comes slow in an organization existing for nearly 50 years, and the ruling class of senior members had



1971 Cadillac Superior Ambulance

already adopted the gold and white livery with the 1967 ambulance, a change that was fresh and distinctive in my opinion. While the younger members suggested going to a truck format for the new ambulance, the seniors insisted that the new rig would be a Cadillac in the new gold and white livery.

In acknowledgement of the need for additional space, the new ambulance would have a higher room which provided more room for equipment and created a better workspace for the attendants. The result was this 1971 Cadillac Superior ambulance. Like its 1967 counterpart, the front third of the car was little changed from a standard 1971 Cadillac sedan. The same 472 cu. in. engine was under the hood with

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Happy Fourth of July everyone! As I reflect back over the past 247 years of this great nation we call the United States, I cannot help feeling a great sense of pride in our accomplishments and contributions to the world. Admittedly, my memories prior to 1953 are very fuzzy to the point of non-existent, but after 1953 they become more in focus. Thanks to the bravery of those patriots back in 1776, we would still be a part of England. Instead of Fords and Chevys, we would all be driving around in Rolls-Royces, Bentleys and Jaguars — wait it that a bad thing? Honestly it probably is. Our British cousins had their share of clunkers, and had we not become an independent nation, there would not have been the Duesenberg, Packard, Pierce-Arrow and Cadillac to name a few.

Also, we should not forget the man who mobilized the nation. Of course, I am talking about Ransom E. Olds. Okay, okay, a guy named Henry had a major impact in producing affordable vehicles for the masses, but Olds was producing 5,000 cars a year while Henry Ford was building his first prototype. Both these men, along with dozens of others, produced innumerable varieties of marvelous motor vehicles over the years. These are the vehicles that drive, pun intended, our passion.

Our cars are an outward symbol of the nation's greatness. Every time you take your collectible vehicle out on the road you remind everyone of the greatness of the United States. Whether it is an Oldsmobile, Buick, Chrysler, Rambler or other American make, you are sharing with everyone else the memories and traditions of our nation. I urge you to get out in your cherished ride this month. Participate in a tour, go to a car show or just drive around town. You will see the smiles and reactions of the people around you and know you are contributing to the celebration.

The United States of America is responsible for many of the great achievements of humankind. We should all take tremendous pride in these many accomplishments and look forward to the many yet to come. Thank you George, Tom, John, Ben and Alex along with your colleagues who gave us the freedoms and prosperity we enjoy today. Happy Birthday, America. Pete



July Automotive Trivia Question

Which of the Chrysler "letter cars" sold the fewest amount?

See answer on Page 10

Car of the Month continued

two batteries and a heavy duty generator. The mechanical siren was different. The three-tone siren was no longer available so it had the standard single tone mechanical siren. Inside the front seat the layout was a little different from the 1967. All the emergency light control switches and battery selector knob were mounted to a center console on the transmission hump as were the radio and electronic siren unit. This was a more efficient design but had one drawback. Usually three volunteers road in front to a call



1964 Cadillac Superior ambulance

with one or two attendants riding in the back to the hospital with the patient. In the 1964 and 1967 ambulances, this was no problem. In the 1971 the center console took up the legroom for the attendant sitting in the middle position, a little uncomfortable but the ride was always short.

The back two thirds of the car is where all the difference was. The open space provided by the raised roof made attending to the patient so much easier. While the equipment stored in the back was similar to that in the 1967 ambulance, the extra space allowed us to carry additional oxygen tanks and more medical supplies while providing for more efficient placement of some vital equipment such as the suction device and



Rear view of 1967 (left) and 1971 Cadillac (right) in garage bay

hospital radio. The Corps opted to keep the relatively same configuration in the back as was in the 1967 ambulance. The patient cot was mounted to the left side and the right side was a bench which served as a storage space for some of the longer pieces of equipment such as splints and the Reeves stretcher. Like the



View of the front seat with center console controls

1967, this bench could serve as an additional place to lay down a second patient if needed.

Perhaps the biggest difference between the 1967 and 1971 ambulances was the emergency lighting configuration. In New Jersey, at that time, the law required



Cadillac 472 cu in engine making 375 hp

emergency vehicles to have at least one rotating red light. By law, this light is what required other drivers to yield the right of way to the emergency vehicle. The real purpose of the emergency lights, however, is to look cool alert traffic and pedestrians that the vehicle is responding to an emergency and

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Editor's Notes by Peter W. Pandolfi:

Your Hobby, Your Newsletter, Your Stories

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

Dr. Peter W. Pandolfi
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Email: rr4pwp@gmail.com

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



July Anniversaries

Chip & Nancy Rohr July 28

July Birthdays

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

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



Member News

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!

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".

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: Check out the new site. If you have any ideas or talents to assist Randy Higgins in the development and maintenance of the site, 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.



SESSLER'S ANTIQUE AUTOMOTIVE SERVICES
General Servicing & Heavy Repairs
William F. Sessler
owner
6411 Briarmont Lane
Manassas Va. 20112
703-366-2367
seesslerize@comcast.net

Meeting Minutes

by *Bill Sessler, Secretary*

The monthly meeting of the Bull Run Region was held on June 11, 2023 at the Manassas VFW Hall with 13 members in attendance. Due to Pete's absence, Vice President Randy Higgins presided. The following were the issues discussed:

1. Pledge of Allegiance
2. Treasurer's Report: Read and approved.
3. Vice President's Report: Randy reported on the status of the Bull Run Region challenge coin initiative. The design is being finalized and he is shopping around for the best price to have them made.
4. Rohr Show report: Gene Gilkey and Randy Higgins are working on setting up the new venue for the show. Members' cars will get first choice of the parking lot.. All unsold donated merchandise must be cleaned up at the end of the show either picked up by the donors, stored for next year, or thrown away. We have a lot of old AACA Antique Automobile magazines to give away. We allow show spectators to take a copy as an enticement to join AACA. We also present them to individuals who join the Region at the show. It was suggested that they be given out to all the people that register a car as that would be good way to dispense them.. The trophies have been ordered and the dash plaques have been received. It was requested that every one work on promoting the show with handing out flyers and soliciting sponsors for the awards. The check for the usage fee and the extra insurance papers were turned over the Bill Sessler to get to the proper person at the Masonic Lodge.
5. ODMA: No report.
6. Website: Getting a number of views. Any article submitted to the Clutch Chatter can also be submitted to the website.
7. New Business: None
8. Randy gave a presentation on John DeLorean and his automobiles.
9. 50/50 won by Nicki Hudson
10. Adjourned.



The Parking Lot

Disclaimer: *The Bull Run Region does not guarantee or endorse any of the items and services appearing in this feature column. Such items and services are solely the opinions of the Bull Run member submitting the item for publication and transactions are solely between the provider and recipient. Bull Run Region provides this space as a service to our members and reserves the right to deny publication of submissions at the discretion of the Editor.*

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.



2023 Bull Run Events Calendar

Local Calendar:

- 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:

- 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



Car of the Month continued

they should clear the way for the vehicle. The 1967 had five rotating red lights mounted on the roof providing a spectacular light display especially at



Interior rear view with patient cot and addition of a jump seat at the head of the cot

night, but they were too high up to effectively clear traffic. Instead the red spotlights on the sides proved more effective. The 1971 had one rotating red light on the roof for the legal requirement, but used oscillating lights mounted to the lower roof of the cab that would sweep down into the rear view mirror of a vehicle in front. Behind these lights was a lighted panel with the name Dumont spelled out across the width of the roof. In the rear were two flashing red lights to provide visibility to approaching vehicles. The combination proved far more effective in clearing traffic while also being attractive in appearance.



Emergency light array. Note: Law was changed to only police vehicles could use red rotating lights with fire and rescue vehicles using blue.

Driving this ambulance was not very different from the 1967 Cadillac. It may appear to be top heavy with its high top, but it actually had little effect since the top was fiberglass. All car-based ambulances are a little top heavy, but you shouldn't be taking turns at high speed anyway. Remember the patient needs a comfortable ride. I have had many memorable experiences in both the 1967 and 1971 ambulances. Most memorable was responding to an accident in which a 4 year old girl was run over by a car. She was severely injured and pinned under the car. I was with her under the car when the ambulance arrived, the 1967. We cared for her and revived her three times in the back of the ambulance on the way to the hospital. The ER doctor credited us with saving her life. My



The old and the new. Dumont gets a truck.

most memorable call in the 1971 was not an emergency at all. We were transporting an elderly man from his home to a nursing home. I was the attendant in back with this man and did whatever I could to make him comfortable. He looked at me with kind eyes and said for him anything was comfortable after what he had been through. He pulled up his sleeve and showed me his tattoo from a Nazi concentration camp. It was a very moving experience.

Next month I will conclude this three part series by introducing the 1975 Horton ambulance purchased by the Ambulance Corps to replace the 1967 Cadillac. We will see what wins; youthful ambition or stoic tradition.



The National Beat

By Peter W. Pandolfi

The following article entitled “How the AACA is becoming “America’s Car Club”” was written by Jeff Broadus, AACA Vice President—Marketing. It was originally published in the Spring 2023 Rummage Box.

We don’t need to be the authority of what we are not, but we do need to be the authority of who and what we are and represent. As VP of Marketing, it’s my responsibility to address all our efforts in how, and where, we position the AACA in the marketplace. The AACA is fully committed to improving our engagement with members and we’re bringing it to the digital platform. Our marketing effort is the direct result of member input. We recognize, listen, and appreciate that some of the best ideas and suggestions comes from sources outside our normal channels. If we do it right, the plans we implement on corporate outreach, will support all our regions and chapters on a local more personalized level. So what steps are we implementing to make this happen?

Most recently, your Board of Directors took on the task of addressing the most important image the AACA has, our web presence. The website is the first introduction to the club, and its main purpose and function is to give visitors, as well as members a reason to be part of the club, engage and participate. The site is the result of months of hard work and collaboration of many. We encourage you to visit the website if you haven’t done so at www.AACA.org. As of May 2023, we also started the redesign of our Library website and expect the new site to launch early July 2023. We’ll keep you in the loop of our progress and how this supports the car community.

Moving forward the AACA will be launching an aggressive membership growth campaign. This is a specific task with the single focus of building membership. We are currently looking to partner with several influential organizations and build a marketing campaign to include membership engagement, a digital marketing outreach, leverage social media outlets, special promotions, and email campaigns, just to name a few. In consideration of this new marketing effort, we’ve formulated a business model outlining our vision and marketing strategy to include a plan of execution and budget. Let’s face it, most car guys and gals spent a considerable amount of time pursuing their love and passion of the automobile. We believe the best way to support these car owners and potential new members is to expose them to all the re-

-sources that make our club strong, significant and an authority in the automotive community. We’re looking to incorporate the holistic approach to marketing and tie it in to our 90th Anniversary in 2024.

Simply put, the key to growing AACA membership is to establish a membership model that aligns with our organization’s beliefs, strategy, and the values. New and existing members will benefit online by easily accessing our experienced, knowledgeable, and resourceful collector car network. This model will also provide the valuable resources found in our automotive archives

stored in the AACA Automotive library. This effort will reintroduce our organization on a grand scale as we build momentum with our online platform utilizing resources that positioned the AACA as the number one automotive car club in America.

If you have a suggestion, recommendation, or idea that helps to support this effort on a local or national level, we encourage you to contact us. Thank you in advance. Together we will make the AACA, “America’s Car Club,”.



Ernie & Nancy Newland
Owners

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Manassas, VA 20110-4568
p: (703) 330-2951
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theupsstore.com/1717

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



2023 Refreshment List		
Month	Snacks	Drinks
July	Price	Price
August	Picnic	Sesslers
September	Richardson	Richardson
October	Hudson	Hudson
November	Pozdol	Price
December	Cookie	Exchange

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.

The Nash Motors Company was established in 1917. In 1936, it became the Nash-Kelvinator Corporation when Charles Nash purchased Kelvinator. In 1954, it merged with Hudson to form the American Motors Corporation. Charles W. Nash's life was a true "rags to riches" story. He was born in 1864, abandoned by his parents at age six and sent to a foster home, ran away at age twelve and found a farm job, learned a carpenter's trade, worked in a grocery store, was the fastest cushion stuffer at the Flint Road Cart Company owned by William C. Durant and J. Dallas Dort, by 1895 was managing the Durant-Dort Carriage Company, by 1910 was heading the Buick Motor Car Company and by 1912 was president of General Motors.



Original Nash radiator emblem 1917 to 1925

Charles Nash resigned from General Motors in June 1916 following a policy dispute with Billy Durant. He traveled to Kenosha and bought the Thomas B Jeffery Company, producers of the Jeffery automobile, one of the oldest, best-known and largest automobile companies in America, and established Nash Motors Company in July 1917. The Jeffery was continued in production for a while, with Nash emblems on the vehicles appearing from mid-1917.

The first real Nash was a neatly designed and well-built six-cylinder car, introduced in April 1918 and

well received by the trade press. Sales of over 10,000 cars in 1918 more than doubled to 27,000 in 1919. Big improvements were made to other Nash products. Nash sales rose to over 50,000 by 1923 and the business was very profitable. In 1926, all Nash cars became six-cylinder models. In 1928 sales exceeded 138,000 units.



Nash radiator emblem 1925 to 1928



Nash fish scale emblem 1928 to 1938 in various forms and colors

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What's in a Name continued

The Great Depression did not hit Nash as badly as other automobile companies, because Nash had managed his business and finances well. Even so, Nash sales did fall after 1929. The Nash Twin-Ignition Eight was introduced in 1930 and Nash made a profit in 1931 but recorded losses in 1932 and 1934. In



1936, Nash bought the Seaman Body Corporation and Kelvinator Corporation to form Nash-Kelvinator Corporation. In 1937 Nash sold nearly 86,000 cars and made a profit but there was a loss in the recession

Nash hood emblem 1942 to 1948



Nash hood emblem 1949 to 1954

year of 1938. From 1939 to 1942 the logo was replaced with the word "Nash" in script.



By 1941 sales topped 80,000. Nash built aircraft engines and other products for the military during World War II. Charles Nash died in 1948. In 1950 Austin of England made the Metropolitan convertible sports car for Nash and in 1951 the Nash-Healey roadster appeared. From 1950, the Rambler made the largest contribution to Nash production. The Nash name survived until 1957 following the amalgamation with Hudson and the formation of American Motors in 1954.



Grille badges for the Nash Metropolitan (left) and the Nash Healey (right)

American Motors Corporation (AMC) was highly successful producing family oriented vehicles into the 1980's. AMC acquired Jeep and formed an alliance with Renault producing the unpopular Renault Alliance.



Their most successful years were 1963 and 1964 selling an unprecedented number of Rambler model cars. Coat tailing on the Jeep format, AMC produced the four wheel drive AMC Eagle.



July Trivia Question Answer:
Only 400, 1963, 300J's were sold (they skipped "I" because it looked like a number 1)



Meet Chairman

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Chief Judge

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mbartemeyer@yahoo.com

Registration Deadline

July 26, 2023



Old Meets New

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

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

All pre-registered trailer parking onsite.

Wednesday, August 9th

5-9 PM Registration/Trailer Parking Open - Isle

Thursday August 10th

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

Friday August 11th

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

Saturday, August 12th

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

Attractions

Thursday

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

Friday

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

Saturday

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



Grand Nationals



Hosted by



Host Hotel



Isle Casino Hotel Bettendorf

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

More Information visit
mvr.aaca.com

Or call 563-340-3266



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 pumpers, 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



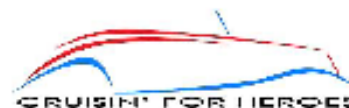
Manassah Lodge 182
9810 Cockrell Road, Manassas, VA 20110

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 - 1989 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 1980-1988
Best of Show Stock 1990-1998
Best of Show Stock 1989 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.

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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