



# THE CLUTCH CHATTER

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## The Car is the Star

By Peter Pandolfi

*The Green Hornet* is an American action television series broadcast on ABC during the 1966–1967 television season, starring Van Williams as the Green Hornet, aka Britt Reid, and Bruce Lee as Kato. It was produced and narrated by William Dozier and filmed by 20th Century-Fox.

The single-season series premiered September 9, 1966, and ran through March 17, 1967, lasting 26 episodes. ABC repeated the series after its cancellation by the network, until July 14, 1967, when *The Green Hornet* had its last broadcast on network television. With the later success of Lee as a premiere star of the martial arts film genre, the series has become a cult favorite.



The Green Hornet's Black Beauty

Playboy bachelor and media mogul Britt Reid is the owner and publisher of the *Daily Sentinel* newspaper but, as the masked vigilante Green Hornet, he fights crime with the assistance of his martial arts expert partner, Kato, and his weapons-enhanced car, a custom Chrysler Imperial called the "Black Beauty". On police records, the Green Hornet is a wanted criminal, but in reality, the Green Hornet is masquerading as a criminal so that he can infiltrate and battle criminal gangs, leaving them and the incriminating evidence for police arrival. Beyond Kato, Britt's dual identity is known only to his secretary Lenore "Casey" Case and

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2019, 2020, 2021, 2022, 2023, 2024, 2025

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## The President's Page by Randy Higgins

Greetings Bull Run Family,

As I'm writing this month's article I have just finished pulling my snowblower from the shed and giving it a once over in preparation for the snow and ice event coming in a few days. Hopefully you have taken necessary precautions in preparation (bologna, beer, and TP) for the weather and stay safe and warm inside.

December and January have been extremely busy here at the Bull Run Region World Headquarters between planning for the installation banquet, day-to-day operations, and behind the scenes work assisting with the AACA annual convention.

Our annual banquet and installation of officers on January 11<sup>th</sup> was a smashing success! Our "new" location at the VFW Post worked out very well and it helped us save a lot of money versus holding it at a venue. The food prepared by The BBQ Lab was thoroughly enjoyed by the 31 members in attendance. The food, conversation, smiles, laughs, and fellowship was the best part of the evening. The 2026 slate of officers were sworn into office by longtime BRR member Chip Rohr using a script developed by his mother many years ago. It has become a time-honored tradition within our region.

I wish to thank Pete and Franklin for the thoughtful gifts presented to me including a 1/24<sup>th</sup> scale die cast replica of my '77 F100 that was detailed by Pete and a really nice metal AACA sign that now proudly hangs on my garage wall.

### 2026 Officers:

Randy Higgins – President  
John Price – Vice President  
Pete Pandolfi – Secretary  
Nicki Hudson – Treasurer  
Gene Gilkey – Board Member  
Ron Davis – Board Member  
Scott Patton – Board Member



### 2025 award recipients:

Mark Olsen – Ambassadors Award  
Steve Deitz – Arthur Ault Award  
Pete Pandolfi—Howard Hamm Founder's Award  
Franklin Gage – Howard Hamm Founder's Award  
John Zampino – Continuous Service Award for 32 years  
Special Recognition Awards – Nicki Hudson and Jon Battle



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### *The Car is the Star continued*

District Attorney Frank P. Scanlon. Britt's motive for fighting crime was explained on-screen revealing that his father had died in prison after having been framed for a crime he did not commit.

The character had originated as the star of a radio series (1930s to 1950s), and it had previously been



1966 Chrysler Imperial Crown basis for the Black Beauty

adapted to movie serials, comic books, and other media. Owing in part to George W. Trendle and Fran Striker having created all the central characters and developed the core formats of both radio shows, Britt Reid shares the same family name as the Lone Ranger, as Britt's father had been the Lone Ranger's nephew Dan Reid.



The Green Hornet and Kato with the Black Beauty

Despite character co-creator George W. Trendle's failed efforts to generate interest in a Green Hornet TV series in 1951 and 1958, it was not until the success of ABC's 1960s *Batman* series that the network decided to adapt the venerable radio and movie-serial character to the small screen.

Unlike the campy and humorous *Batman* series, *The Green Hornet* was played straight. Though it was canceled after one season, Lee became a major star



Black Beauty shows her muscles. She even had a drone in her trunk lid.

of martial arts movies. Lee's popularity in Hong Kong, where he was raised, was such that the show was marketed there as *The Kato Show*. It was Lee's insistence that Kato be played as a martial artist—rather than an American-style fisticuffs fighter—that pushed the directors to rethink the character's portrayal. The Green Hornet was the first time that broad swaths of the American public saw true martial arts fighting and this led to its increasing popularity. Indeed, Van Williams took lessons from Lee so that he could do some of the increasingly popular fighting moves as well.



Black Beauty on the streets

*Continued on Page 6*



## 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, downloading 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.**

### **February Anniversaries**

None

### **February Birthdays**

Robert Drake	February 1
Nancy Rohr	February 4

**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

**Rohr Show 2026:** Planning for our 50th car show is progressing. Several ideas have been suggested to include a 50th Anniversary T-Shirt, a commemorative gift for show participants, possibly an after show dinner, and a display honoring founding member Edgar Rohr. Please let Pete Pandolfi or Bill Sessler know any ideas you may have to make this show special. Instead of the classic manilla envelope for your registration documents, this year you will receive a plastic portfolio with the 50th anniversary logo on it. I am sure you will find many uses for it after the show. Bill

is looking to have the Rohr's 1915 Ford Model T up and running to be at the show and hopefully the Rohr's 1912 Buick will be available.

**Correction on 2025 Rohr Show:** In the November issue of the Clutch Chatter we listed the business cards of Rohr show supporters. We forgot to include long-time show supporter Carmello's Restaurant in that list. With our sincere apologies, here is their card.



### **BRR Member to Speak at National Convention:**

Our Region President Randy Higgins will be presenting a seminar at the AACA National Convention in February. The seminar will be on Sheriff Andy's Mayberry squad cars throughout the series. It is sure to be a fascinating story on the cars, their acquisition and disposition. It will be an interesting follow-up to his 2022 book "*Mayberry on Fire: The Carter French Story*". Be sure to sign up to attend the seminar when you visit the convention in Chantilly, Virginia.

**Show Season 2026:** The 2026 car event season is about to begin. If you have any flyers or notices of area car shows or tours, please let me know. Flyers of events are most welcome. Just email them to me or provide me a hard copy and I will scan them in. It is never too early to start advertising and the more the better. The events will also be listed in our calendar. Your input is critical to the success of this effort.


**Errata Data:** In the July 2025 issue of the Clutch Chatter, the 1928 Porter from the TV show "My Mother the Car" was featured. One of our readers who is researching the cars used in the show provided me with the actual disposition of the "hero" car used in the show. According to Dave Boboc of Naugatuck, Connecticut, this car is owned by David Bodnar in Edmonton, Alberta, Canada. The car sold at Barrett-Jackson was one of the Barris-built stunt cars. Thanks Dave for providing this more correct information. To all Clutch Chatter readers, I am always open to comments and corrections in the articles.



## Meeting Minutes

*by Pete Pandolfi, Secretary*

The monthly meeting of the Bull Run Region was held on January 11, 2026 at the Manassas VFW Hall at 5 pm. 31 members were present.

1. President Randy Higgins welcomed all the members to the annual awards dinner. This year is a record turnout for the dinner. He thanked the VFW for allowing us to use the hall for the dinner and he thanked the caterer, The BBQ Lab, for the meal.
2. As this is the awards dinner, the regular business meeting agenda was suspended. Everyone was invited to partake of the Italian Feast prepared for the members.
3. After everyone finished their meal, there were just a few items of note. First, Randy recognized and thanked all the members who had worked so hard during the year on the Rohr Car Show, Manassas First Fridays and other activities. He specifically thanked Dave Cooper who as a brand new member gave a presentation on his 1946 Harley-Davidson motorcycle. He also thanked Frances Janniro for stepping in at the September Rohr Car Show to run the silent auction activity.
4. The next order of business was to select the Bull Run member's car that will be displayed at the Trade Show during the National Convention. When the planning started, we were looking for 4-5 quality vehicles, but as the trade show grew that number was reduced to just one. A number of members had volunteered their cars, so to be fair, Randy conducted a lottery where each volunteer member name was put into the hat and the one selected would be representing the Region. Jim and Sally Batchelder were selected for the honor. Randy reminded everyone that on the Saturday of the convention, we will be allowed to display 14 member cars in front of the hotel entrance.
5. Next Randy began recognizing the 2025 Region Award winners. Mark Olsen received the Ambassador Award for helping the Region relocate the Rohr Show into the city; Franklin Gage received the Howard Hamm Award for all his advice over the past year; likewise, Peter Pandolfi was also presented with the Howard Hamm Award for his guidance in Randy's first year as President; Steve Deitz was selected for the Arthur Ault Award for all his work benefitting the Region but especially for his system of vote tallying for the car show; and John Zampino was selected for the Continuous Service Award for his many years of participation in Region events. In addition to these four annual awards, Randy presented a Special Recognition Award to Jon Battle for all his work in promoting the Rohr Show. A second Special Recognition Award was presented to Nicki Hudson for her many years of outstanding work as the Region Treasurer.
6. After these awards were all presented, Pete Pandolfi surprised Randy with a Christmas gift. Through Pete's contact with Honorary Member Rusty Tozar, Randy was able to purchase the pickup truck of his dreams. It was a blue 1977 Ford F-100 with six cylinder engine and column shifter. Pete found a diecast model of a white 1977 F-150, disassembled it, painted it blue and modified the interior to remove the floor shifter and create a column shifter. He even duplicated the Rhino lining in the truck bed. So Randy now has a miniature to display with his truck. Pete also made a second one and sent it to Rusty, as this was a special vehicle to him from new.
7. Next, Franklin presented Randy with a large metal sign of the AACA logo to put in his garage. This was done in recognition of all the time and work Randy devoted to the Region in the past year.
8. After the awards and gifts were over, Randy asked all the 2026 officers to come forward. Fifty-year member Chip Rohr presided over the swearing in of the Region officers charging each to excel in their assigned duties and challenged the membership to help and support the officers and Region throughout the coming year.
9. Randy stated that his goal for this year is to have people step up and do more as a club. The dinner ended at 7:30 pm. 

## 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.



### *The Car is the Star continued*

The TV series featured the Green Hornet's car, The Black Beauty, a 1966 Imperial Crown sedan customized by Dean Jeffries at a cost of \$13,000. 1966 was the final year for the Imperial platform first introduced in 1956 for the 1957 model year. All subsequent years through 1966 used this same basic platform with annual changes to the body's sheet metal. However, the Imperial still used the wrap-around windshield that had been dropped by most other makes to facilitate egress when they almost all simultaneously downsized for 1961.



Black Beauty dash and command center

The 1966 model year saw a change to an egg-crate grille. The glass headlight covers lost the etched lines but gained twin 24k gold bands around the perimeter. The trunk lid bulge became more squared off with a smaller Imperial script off to the side. The backup lights were moved to the lower bumper, nearly doubling taillight size. The Claro Walnut trim that had been introduced the previous year was used more extensively and would be replaced the following year. The 413 cu in (6.8 L) engine that had been standard since 1959 was replaced with a 350 hp 440 cu in (7.2 L) engine.



Complete with car phone—rare in 1966


In the show, the Black Beauty was stored underneath Britt Reid's garage. A set of switches on a secret control panel behind a tool wall would sequentially set the lights to green, attach clamps to the bumpers of Reid's personal car, rotate the floor of the garage – hiding Reid's car (a Chrysler 300 convertible), and bringing up the Black Beauty – finally unclamping the Black Beauty's bumpers. The Black Beauty would then exit the garage through a hidden rear door and enter the street from behind a billboard advertising the fictitious product Kissin' Candy Mint (with the slogan "How sweet they are") designed to separate down the middle and rejoin.

The Black Beauty, which carried rear license plate number V194, could fire explosive charges from



The Black Beauty and Kato ready for action

tubes hidden behind retractable panels below the headlights, which were said to be rockets with explosive warheads; it had concealed-when-not-in-use, drop-down knock-out gas nozzle in the center of the front grille, and the vehicle could launch a small flying video/audio surveillance device (referred to as the scanner) through a small rectangular panel in the middle of the trunk lid. It was a foreshadowing of today's small helicopter-like drones. Working rockets and gas nozzles were incorporated into the trunk lid as well.

Two cars were built for the show and both exist today. *Black Beauty 1* is located in the Petersen Automotive Museum collection and *Black Beauty 2* has been fully restored and is located in a private collection in South Carolina. At the 2025 Barrett-Jackson Scottsdale auction the 1966 Chrysler Imperial Black Beauty replica sold for \$41,800 as part of the Dr. Stewart Berkowitz collection of movie/TV cars. Production of 1966 models totaled 13,752. There was a 1966 LeBaron that was presented to Pope Paul VI at the UN in New York for his use. 

### February Automotive Trivia Question

What automaker's first logo incorporated the Star of David? See answer on Page 14



## What's In a Name

By Peter W. Pandolfi

*In researching this article, I was astonished and a bit overwhelmed with the volume of information on this particular American vehicle manufacturer. While I have tried to synopsise the history of the mark, I have left volumes of information out. If in doing so I have slighted any fan of Dodge, I apologize and rest assured that omissions were due to space constraints and not anything against Dodge. All the information presented is from open-source materials.*

In 1900, the Dodge Brothers Company machine shop was established in Detroit, Michigan, by John Francis Dodge and Horace Elgin Dodge. They quickly gained a reputation for precision engineering and supplied engines, transmissions, and other components to early automakers, notably Oldsmobile and the Ford Motor Company, from 1903.

The brothers introduced their first complete car, the four-cylinder Dodge Model 30, on November 14, 1914. It was advanced for its time, featuring an all-steel body (a rarity when most cars still used wood-framing), a 12-volt electrical system, and a sliding-gear transmission.



By 1915, Dodge was the third best-selling automaker in America, known for reliability and durability. In 1916, the Dodge Brothers vehicles won acclaim for their durability in military service. First with the U.S. Army's Pancho Villa Expedition, during the 1910s U.S./Mexico Border War—the U.S. military's first operation to use truck convoys. General "Blackjack" Pershing procured a fleet of 150 to 250 Dodge Brothers vehicles for the Mexican campaign. Touring cars were used as staff and reconnaissance vehicles. Pershing himself used a Dodge touring car to keep abreast of army columns and control



1915 Dodge Model 30

their movements. Secondly, their vehicles were used extensively by the U.S. Army during World War I. Some 12,800 Dodge cars and light trucks were used in World War I—over 8,000 touring cars, as well as 2,600 commercial vehicles serving as ambulances and repair trucks.

In January 1920, John Dodge died of pneumonia and Horace died in December 1920 of cirrhosis. Their company was sold to an investment group in 1925 by the two widows before being acquired by the Chrysler Corporation in 1928.

Dodge took its place in the Chrysler lineup above low-priced Plymouth and medium-priced DeSoto. Dodge prices started just above DeSoto but were somewhat



Early Dodge Brothers Logo

less than top-of-the-line Chrysler. DeSoto and Dodge would swap places in the market for the 1933 model year, Dodge dropping down between Plymouth and DeSoto. As Plymouth cars were sold at Chrysler dealerships, Dodge branded vehicles were sold as a lower-cost alternative to DeSoto.

The Dodge line, along with most of the corporation's output, was restyled in the so-called "Wind Stream" look for 1935. This was a mild form of streamlining, which saw sales jump remarkably over the previous

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## **The National Beat**

*By Peter W. Pandolfi*

*The following article entitled “Getting’ Out in Front of AACA Events to Help Rev ‘em up” was written by Steve Rossi, AACA Vice President.-Event Planning. It was originally published in the Spring 2025 Rummage Box.*

“Since 1935, AACA has had one goal: The preservation and enjoyment of automotive history of all types. From National Meets and Tours to Regional events...” So begins our official Antique Automobile Club of America mission statement.

AACA activities are the glue that binds our organization together, and as time marches on, the challenges to execute them continue to accelerate ahead. Complicated logistics, manpower necessity, legal obligations, escalating expense, Judging and Awards demands...and what’s become a more fickle Mother Nature...are all concerns that add to the administrative burden. And if that weren’t enough, there’s yet another consideration that event organizers can ill afford to ignore. Publicity and promotion!

You may have noticed that just after we completed the February 8-10, 2024, Annual Convention & National Awards Banquet in Chantilly, Virginia, promotion began on the upcoming February 6-8, 2025, Charlotte-Concord, North Carolina Convention. In other words, a year in advance.

The campaign began in the May/June issue of Antique Automobile magazine. The 2025 Convention has also been consistently promoted in our online Speedster publication, as well. And we’ve been moving the message ever since. There’ll be posters in and around Hershey and more material to follow within AACA mailings, etc.

Meanwhile, we’ve also been leveraging our digital and social channels and added a first-ever “Convention” tab to the website. Obviously, publicity is important. But even more so, it’s a-d-v-a -n-c-e-d publicity that can really help turn the tide. That’s because forceful and effective communication relies on garnering a conscious and sustained share of mind. Which picks up from where mere awareness leaves off.

A continuous and regimented effort will cut through the clutter that everyone is bombarded with nowadays. Ensuring that your event remains front and center on members radar screens will help turn prospects into participants. And will help further attract the general public.

Event Committees should, in fact, include a dedicated position for publicity and promotion. After all, if there’s a Chief Judge...there should certainly be a Chief Marketeer!

On the National Board level, we put the premise of advanced publicity into practice last year. The result? Attendance at our 2024 Chantilly, Virginia National Convention grew by 21-percent. And the Host Hotel sold out.

So let me thank you...in “advance.” Please get out in front of our AACA events...to help rev ‘em up!



### *What’s in a Name continued*

year. Dodge did not share the radical Airflow styling that was the cause of depressed sales of Chryslers and DeSotos from 1934 until 1937, as a passenger sedan, but it was used on commercial trucks for a short time. Dodge (along with the rest of Chrysler) added safety features such as a smooth, flat dashboard with no protruding knobs, curved in-door handles, and padded front-seat backs for the benefit of the rear-seat occupants.

From 1939 to 1942, the Dodge vehicles were subjected to several redesigns. Just after the 1942 models were introduced, Japan's attack on Pearl Harbor forced the shutdown of Dodge's passenger car assembly lines in favor of war production in February 1942. Chrysler was prolific in its production of war materiel, especially from 1942 until 1945.



1930 Dodge Six DD

Dodge built over 400,000 trucks for the war, in its Warren truck plant at Mound Road, near Detroit, Michigan. Starting with the quickly converted VC and VF-series of 1940, Dodge built mostly light 4x4, but also light-medium 6x6 WC-series trucks, that evolved out of the VC-series. Smaller numbers of

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### *What's in a Name continued*

other models were built for China and Russia under Lend-Lease. Chrysler Canada was enlisted to crank out another 180,000 Dodge trucks for the British/Commonwealth militaries, over three-quarters of which were 3-ton trucks.

After the war, Dodge was well known to both average citizens and thankful soldiers for their tough military-spec light trucks and WC54 ambulances. Dodge built upon this reputation, by carrying it over into civilian models, beginning with the successful Power Wagon,



1957 Dodge Coronet Texan

introduced with minimal modification almost immediately after the war, in 1945, for the 1946 model year. After World War II, Dodge resumed civilian production and introduced innovations like the first fully automatic transmission and the "Red Ram" HEMI engine in 1952, marking their entry into high-performance.

The 1960s and early 1970s were the "golden age" of Dodge muscle cars. The Dodge Charger was introduced in 1966, known for its powerful engines and aggressive styling. The Dodge Challenger followed in 1970, becoming an iconic model that defined American performance cars. Other notable models included the Dodge



Daytona and Coronet R/T. The 1973 oil crisis prompted a shift toward more fuel-efficient and practical vehicles.

In the later 1970s, Dodge produced the Aspen, a mid-sized economy car in sedan and wagon models. The early 1980s saw the introduction of the K-car across all Chrysler makes. Dodge built the Aries in coupe, sedan and wagon models. The Dodge Caravan minivan, introduced in 1984, was a groundbreaking, family-friendly vehicle credited with creating an entirely new market segment and helping to revive Chrysler's business. Also,



1969 Dodge Daytona

throughout this period, Dodge produced the Omni, a compact car offered in various models. It was even available with an engine built by Shelby called the GLH. By the 1990s, Dodge returned to its performance roots with the release of the Dodge Viper with its V-10 engine.

In 2009, the Ram truck division was spun off as a standalone brand, allowing Dodge to focus primarily on performance vehicles. Although the Ram trucks are marketed separately from Dodge cars, Ram President Fred Diaz has said:

"Ram trucks will always and forever be Dodges. Ram will always have the Dodge emblem inside and outside and they will be 'vinned' (from the acronym VIN, or Vehicle Identification Number) as a Dodge. We need to continue to market as Ram so Dodge can have a different brand identity: hip, cool, young, energetic. That will not fit the campaign for truck buyers. The two should have distinct themes."

Chrysler merged with Fiat in 2014 to form Fiat Chrysler Automobiles (FCA), which then merged with PSA Group in 2021 to form Stellantis, the current parent company of the Dodge brand. Dodge is now transitioning towards an electric future, with models like the electric Dodge Charger Daytona.



1985 Dodge Caravan



## **Bull Run Region** **Annual Awards Dinner**

*By Peter W. Pandolfi*

This year the Region broke with its long-standing tradition of conducting the annual awards dinner at a local restaurant. Sadly, this was mostly due to most of the local restaurants no longer have separate banquet rooms. Therefore, it was decided to have the awards dinner in the same VFW hall in which we hold our meetings and hire a caterer for the event. The VFW was okay with that arrangement. A new business offered to cater the event called The BBQ Lab. With a name like that you would expect to be served American barbeque, but you would be wrong. True, the business sells barbeque out of a food truck, but the chef is the son of one of our Bull Run members who is well versed in preparing a variety of menu items.

Our meal was called the “Italian Feast” and featured an ante pasta, lasagna, linguine with Italian sausage and meatballs, and grilled chicken Alfredo. Complimenting these main dishes was Caprese salad, mixed salad with red wine vinaigrette, roasted asparagus and garlic bread. For dessert was Tiramisu and lemon panna cotta. Soda, iced tea, coffee and water was available to drink. Take that, barbeque! Members pitched in to decorate the tables, layout tablecloths, plates and utensils. The hall looked great and the food was delicious.

After this fine meal, there was a little business to conduct, then it was on to announcing the annual award winners. The Region has four annual awards; the Ambassador Award, the Howard Hamm Award, the Arthur Ault Award and the Continuous Service Award. This year President Randy Higgins decided to hand out two Howard Hamm Awards and two Special Recognition Awards in addition to the others.

The award winners were:

Ambassador Award—Mark Olsen

Howard Hamm Award—Franklin Gage and Pete Pandolfi

Arthur Ault Award—Steve Deitz

Continuous Service Award (BRR member with 10 or more years in the Region) - John Zampino

The Special Recognition Awards—Jon Battle and Nicki Hudson

After the formal awards, Randy was presented with two gifts. A large metal sign of the AACA logo and a miniature model of his 1977 Ford F-100 pickup

truck. Door prizes were drawn and then at the culmination of the meeting the 2026 Region officers were sworn in by Chip Rohr, a 50 year AACA member and son of Edgar Rohr, one of the Region’s founding members and past AACA National President.

With the festivities concluded, members departed for home with full bellies and great memories. Now enjoy some pictures of the event.



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**THE UPS STORE**





Chef Phil of The BBQ Lab



Main course dishes



Homemade Tiramisu and Lemon Panna Cotta



*Continued on Page 12*



*Annual Awards Dinner continued*



Mark Olsen receives Ambassador Award  
from Randy Higgins



Franklin Gage receives Howard Hamm Award  
from Randy Higgins



Steve Dietz receives Arthur Ault Award  
from Randy Higgins



Liz Higgins and Sally Batchelder set up



Mary Loren and John Price



### *President's Page continued*

I would be remiss if I didn't offer my sincerest thanks to Jim and Sally Batchelder for bringing the appetizers, tablecloths, and silverware to the banquet and helping with the set-up. Additionally, my wife, Liz, prepared the beautiful centerpieces for each table along with shopping for the drinks and dealing with me. And, finally, thanks to John Price and Mary Loren for coming early to assist with set-up. Well done, folks.

Coming up in a few short weeks is the 2026 Annual Convention for the AACA on February 5<sup>th</sup>-7<sup>th</sup>. I have recently e-mailed each of you with the details, so I will only add a brief summary in the article. If you do need more information, give me a call. We are only allowed one member vehicle in the trade show this year, and the decision was made by random ballot at the banquet. The display vehicle will be the Batchelder's '57 Chevy.



I encourage you to come out and enjoy the convention as there are a multitude of events available. You do have to register for the convention, which will give you entrance to the trade show and access to seminars on Friday and Saturday. If you haven't done so yet, visit the AACA website at [www.AACA.com](http://www.AACA.com) for more information.

On Saturday the 7<sup>th</sup> we have an area in front of the hotel for a display of OUR cars. The long-range weather forecast looks really nice (but subject to change as we all know) so please consider bringing your car to display from 8am to 3pm. **Please let me know if you**

### **plan on coming.**

Also, on Saturday from 12:30 – 1:30 I will be giving a presentation on *The Andy Griffith Show and the Mayberry Squad Car*. This will be a fun, nostalgic, and behind the scenes trip back in time. If you could attend, I would really enjoy that.

In closing, I want to thank each of you that attend our meetings, help behind the scenes, and generally support our “small but mighty” region. Let's make 2026 our best year ever!

See you at the convention.

Randy



### **In Memorial**

*By Peter W. Pandolfi*

Only our older members will remember Norris and Betty Waterfield. Norris Edward Waterfield, age 83, of Suffolk, VA, passed away on January 7, 2026. He is survived by his wife of 60 years, Betty Parrish Waterfield. Betty served as the Bull Run Region President from 2000-2001. Both Norris and Betty were very active in the Region. Norris was a 1963 graduate of Old Dominion Technical Institute with a degree in automotive mechanics and readily lent his mechanical expertise to Region members. He and Betty enjoyed restoring antique cars, as well as showing and driving their antique cars at numerous events. He was the 'Trouble Truck/Trailer' driver for the 2004 Sentimental Tour hosted by the Region and, with over 100 cars on the tour, was characteristically helpful to many. He started a "Banner Fund" to create the Bull Run banners we use to this day and was the initial and largest donor. They were Manassas residents and retired to Suffolk, VA. His car collection included a 1931 Chevy sedan, a 1954 Mercury they bought to relive memories of the one they had before it was antique, a 1963 split-window Corvette, and a 1968 Oldsmobile. Norris was a kind man and is sure to be missed by his friends and family.





## 2026 Bull Run Events Calendar

*National events are in blue text.*

### **Feb 5-7 – National Convention, Chantilly, VA**

Feb 15 – Monthly Business Meeting, VFW Hall  
(moved for Convention)

Mar 8 – Monthly Business Meeting, VFW Hall  
(Potluck)

Apr 3 – First Friday, Manassas, VA

### **Apr 9-11 – SE Spring Nationals, Charlotte, NC**

Apr 12 – Monthly Business Meeting, VFW Hall

May 17 – Monthly Business Meeting, VFW Hall  
(moved for Mother's Day)

### **May 28 – Eastern Spring Nationals, Indiana, PA**

Jun 5 – First Friday, Manassas, VA

Jun 14 – Monthly Business Meeting, VFW Hall  
(Potluck)

### **Jun 15-19 – Sentimental Tour, Mechanicsburg, PA**

Jun 21 – Father's Day Show, Sully & Warrenton, VA

Jul 12 – Monthly Business Meeting, VFW Hall

Aug 7 – First Friday, Manassas, VA

Aug 9 – Monthly Business Meeting, Sessler's (Picnic Meeting)

### **Aug 19 – Annual Grand Nationals/Zenith Awards, Allentown, PA**

Sep 4 – First Friday, Manassas, VA

### **Sep 9-14 – Founders Tour (1932-2001), Williamsburg, VA**

Sep 13 – Monthly Business Meeting, VFW Hall  
(Show Prep) (Potluck)

Sep 19 – Edgar Rohr Mem Car Meet, Manassas, VA

### **Sep 20-26– Glidden Tour (Pre 1943), Dover, DE**

### **Oct 6-9 – Eastern Fall Nationals, Hershey, PA**

Oct 11 – Monthly Business Meeting, VFW Hall (Car Show Review)

Nov 6 – First Friday, Manassas, VA

Nov 8 – Monthly Business Meeting, VFW Hall

Dec 5 – Manassas Christmas Parade

Dec 13 – Monthly Business Meeting, VFW Hall  
(Cookie Exchange & Officer Elections for 2027)  
(Potluck)



## February Trivia Question Answer:

The Dodge Brothers.



## **2026 Refreshment List**

<b>Month</b>	<b>Snacks</b>	<b>Drinks</b>
February	Claveloux	Pandolfi
March	Potluck	Dinner
April	Jon Battle	
May	Gene & Jennifer Gilkey	
June	Potluck Dinner	
July	John Price	
August PICNIC	Bill & Kathryn Sessler	
September	Potluck Dinner	
October	Scott Patton	
November	Batchelder	Stakenborg
December	Potluck Dinner & Christmas Cookie Exchange	



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