

Jan/Feb 2026

Members' Parade

Published Bi-Monthly For Members of the Hornets Nest Region AACA Charlotte, NC

You Tube Channel



Hornets Nest Productions

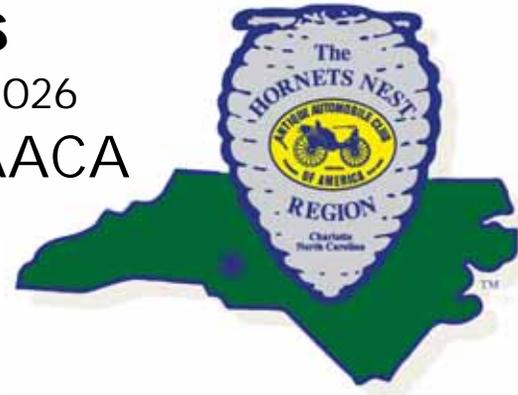
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PRODUCTIONS

www.hnr-aaca.org www.charlotte-autofair.com



Region Directors

October 2025 to September 2026
Hornets Nest Region, AACA



Ken Gilmore
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Class of 2026



Randy Gajewski



Mike Munao



Wayne Fowler

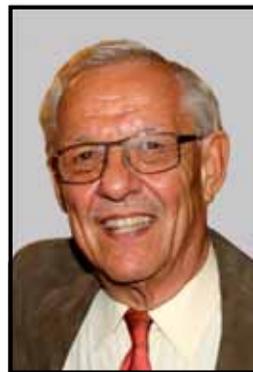


Betty Jean Taylor

Class of 2027



Darrell Page



Joe Marchand

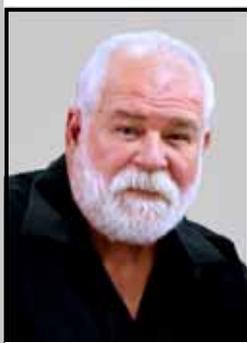


Greg Jackson



Ed Kale

Class of 2028



Cliff Grayson



Dale Fisher



John Laurents



Tim Croswhite

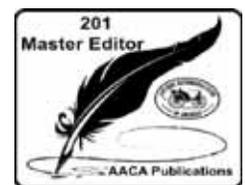


AACA Award of Excellence
1998 - 2010

2015 Lee Iacocca Award



Master Editor
2011-2024





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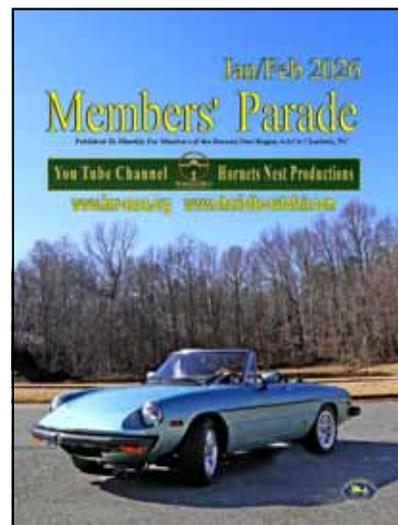
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*Dan & Lynn McCrary's
1982 Alfa Romeo
Spider Veloce
(Story page 20)*

Back Cover



*Reed & Jan Tarwater's
1933 MG J2
(Story page 18)*



Ex Dir Ken Gilmore
Conducts Seminar
On Social Media
AACA Annual Meeting
(Mike Munao photo)

MEMBERS' PARADE Jan-Feb 2026

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President – *Mike Munao*

Exec Vice President & Events-- *Amy Tetrault*

Secretary – *Greg Jackson*

Treasurer – *Darrell Page*

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V-P of Finance & Budget – *Tommy Hayes*

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V-P of Monthly Meetings – *Ed Kale*

V-P of Policy & Procedure – *Johnny Yarborough*

V-P of Public Relations – *Tim Crosswhite*

V-P of Event Systems Operation – *Joe Marchand*

V-P of Safety and Legislation – *Cliff Grayson, Jr*

Chaplain – *Betty Jean Taylor*

Standing Committees as of Nov. 2024

Member at Large - *Neal Sparrow*

Events Committee - **Amy Tetrault,*

Dale Fisher, Ed Kale, Kenneth Gilmore

Membership Committee - **Mike Munao, Dale Fisher,*

Amy Tetrault, Darrell Page, Tommy Hayes, Ed Kale

Youth Development Committee - **Jeff Jackson, Mike Munao,*

Cheryl Cole, Tommy Hayes, Greg Jackson, Tim Crosswhite (PR)

Region Community Service Chronicle Committee -

**Jack Pata, Darrell Page, Johnny Yarborough*

Scholarship Committee - **Amy Tetrault,*

Gayle Boles, Glenda Jackson, Sheri Grubich

Region Chaplain's Committee - **Betty Jean Taylor, Gayle Boles,*

Debbie Edminston, Kenneth Gilmore, Sue Connor, Cheryl Cole

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Johnny Yarborough, Cliff Grayson, Derek Atwell (CPA)

Finance & Budget Committee - **Tommy Hayes, Dale Fisher, Darrell*

Page, Mike Munao

Laedlein Award Committee - **Mike Munao, Amy Tetrault*

Publications Committee - **Ken Gilmore, Jerry Clemmons*

*Indicates Committee Lead Person

Special Assignments

Members Parade Editor - *Jerry Clemmons*

Region Chairman - AACA Nationals - *Phillip Cole*

Region Chief Judge - *David Bowman*

Director - Charlotte AutoFair and Hornets Nest Auto Fest- *Ken Gilmore*

CAF Volunteer Coordinator - *Darrell Page*

Region Quartermaster - *Wayne Fowler*

CAF & Region Webmaster - *Ken Gilmore*

Region Historian - *Mel Carson*

Members' Parade is an Official publication of the

Hornets Nest Region, AACA, Inc.

HNR Past Presidents

2025 *Dale Fisher*

2020-2023 *Greg Jackson*

2019 *Amy Tetrault*

2017-2018 *Wayne Fowler*

2014-2016 *Darrell Page*

2012-2013 *Dwight Jackson*

2010-2011 *John Boles*

2008-2009 *Bill Edmunds*

2006-2007 *Amy Tetrault*

2005 *Gene Stewart*

2003-2004 *Dwain Tucker*

2000-2002 *Jim Pinkston*

1998-1999 *Rodney Hawkins*

1996-1997 *Nick Wilkins*

1993-1995 *Mickey Moore*

1992-1993 *Layton Duncan*

1979-1980 *Bob Amon*

1978 *Mel Carson*

1977 *Dom Capelli*

1976 *Bob Allen*

1975 *Ron Stone*

1974 *Bob Allen*

1973 *Harold Lewis*

1972 *Dom Capelli*

1971 *Dennis Carpenter*

1970 *Bob Allen*

1969 *Dom Capelli*

1967-1968 *Bob White*

Director's Dialogue President Hornets Nest Region, AACA



Dear HNR members,

Thank you! Thank you for participating, volunteering and being involved in the best antique car club in America. This of course is my personal opinion, but I am the president, so there you have it.

After over 35 years in HNR, I have witnessed much change, but this is different. The anticipation, excitement and prospect of things to come is almost overwhelming. 2025 was a huge success with growth in Spring AutoFair, a stable Fall Auto Fest and the possibilities from the first ever successful Spirit of Wilkes event. All in all it leaves us, and more importantly, our customers asking for more! And we, HNR, are poised and motivated to deliver. Ken and staff have our office model modified and streamlined to a much more efficient operation and the planned growth is off the charts with possibilities.

2026 brings a new format for Spring AutoFair with the return of the car auction, and even larger expansion of the Blue Field vendor space and the first ever AACA show INSIDE the track along with more. Ken's influence and vision along with the new and improved Speedway cooperation level is driving some major changes. The excitement is outstanding – I can't wait to see the results.

Now, our club is also changing. Sadly, we have lost many very involved members this past year. They will be sorely missed. But thanks to great efforts by you, our Members, and especially Ed Kale, our membership is actually growing. We need this attention to membership to continue in 2026 – let's all focus on that moving forward.

I would also like to plug here for all of our local shows. Darrell Page does an amazing job of organizing and communicating all the local car shows/events available for our participation. Please take the time to attend as many of these as you can. This is one of the main reasons we do what we do in preserving history through automobiles. Enjoy the comradery of our car friends that share our interests and encourage them to attend AutoFair, Auto Fest and Spirit of Wilkes and, where possible, even join HNR.

This is our club and we are all very proud of it. It will continue to be different as we evolve, but we are still the same people with the same interests. Let's all focus our efforts on these positive changes and move forward with enthusiasm in the days to come.

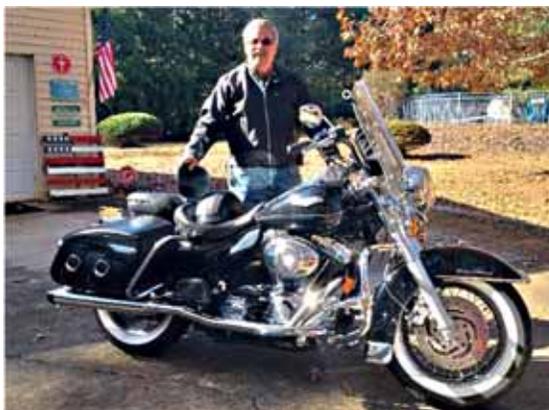
Now, you know me – here's your trivia question:

The Pony Express was a US Mail relay service system that connected the east to the west back in the mid 1800's via horseback riders.

How many months was it in existence? 18 ___ 28 ___ 37 ___ 52 ___



See answer: Bottom of page 35



Mike Munao with his 2006 Road King

Hornets Nest Region

Executive Director



Ken Gilmore



HNR supports restoration - preservation - education with AACA-HNR factory-original antique automobiles. Driving and displaying these vehicles promotes this automotive history to the public in keeping with HNR's community service and non-profit purpose.

Charlotte AutoFair: Where the Past Still Runs Strong

For many of us, Charlotte AutoFair isn't something we attend — it's something we've grown up with.

It's the smell of old grease and history in the morning air. The sound of carts rolling through fields that have been walked for decades. It's knowing exactly which vendor spaces you'll visit first, even before you step out of your car. For some, it's a tradition measured in years. For others, in generations.

Long before social media, before digital marketing, before "content," AutoFair was already doing what it does best — bringing people together around a shared love of automobiles. Friends met here. Deals were made here. Countless stories started with, "I found it at AutoFair." In many ways, it was influencing before influencers were even a thing.

That spirit still lives on.

You'll see it in the vendor fields, where swap meet sellers and specialty vendors continue to be the heartbeat of the event. These are the spaces where real conversations happen, where parts change hands, and where knowledge is passed down one conversation at a time. For many attendees, this is AutoFair in its purest form — and it remains as important today as it was in 1978 — the first year at the speedway.

You'll feel that same spirit as you walk through the cars across the grounds, where they aren't just shown, they're shared. Each vehicle carries a story, and every owner is happy to tell it. These remain some of the most dynamic corners of AutoFair, reflecting what makes this hobby special: accessibility, enthusiasm, memories, and the simple joy of seeing something unexpected.

And woven through it all is the hunt — the reason many of

us come through the gate with a list in our pocket and optimism in our step. The quiet thrill of spotting that one rare part you've been searching for, sometimes for years. Computers and online marketplaces have made finding parts easier than ever, and that accessibility has its place, but there's still nothing quite like picking an item up with your own hands, turning it over, asking a question, and looking someone in the eye while you work out a deal. That moment — when you carry something home that reminds you where you were and why you came — is built on an old truth that hasn't changed: this hobby is about connection as much as it is about cars.

While the heart of AutoFair has never changed, the path forward requires intention.

Over the last several years, our focus has been on strengthening the foundation of this event — rebuilding vendor confidence, improving the flow and layout of the grounds, and making thoughtful decisions that ensure AutoFair remains strong for decades to come. Last year marked a meaningful turning point, and this year continues that forward momentum.

Growth, for us, doesn't mean losing what made AutoFair special. It means protecting it, while also creating space for new enthusiasts, new vendors, and new traditions to take root.

Charlotte AutoFair has always been about more than cars. It's about people, memories, and the moments in between. And as we look ahead, our commitment is simple: honor the past, serve the present, and build a future that ensures this event remains a cornerstone of the hobby for generations to come.

If you'd like to be part of shaping what comes next, I invite you to get involved — volunteer for staking day and for the show. Thank you for being part of this journey and for helping carry Charlotte AutoFair forward.



Enjoying their Hobby together, Scooter mounted car buddies pulling Radio Flyer wagons filled with treasure

The British Are Coming! To Shelton Vineyards



Maybe we should say “The British Came.” HNR Club related and more time sensitive stories have been filling our magazine as of late, so we moved this non-Region story forward and are reporting on Shelton Vineyards’ British Car Festival well after the fact.

In April every year Shelton Vineyards claims to be Southeast's largest display of vintage British Automobiles. That said, Members’ Parade made the 109 mile run to Dobson, North Carolina to check it out. For sure, Shelton Vineyards appears to live up to their claim. There were over 200 British cars on the grounds of the vineyard footprint on the day of our visit.

Austin Healey's, Jags, MG's, Triumphs, Bentleys and others were positioned on Shelton grounds. Visitors brought lawn chairs, blankets, picnic baskets and enjoyed viewing the beautiful cars. Winery tours and tastings were available for those so inclined and an on site restaurant was also open for lunch on the day of our visit. Just outside the restaurant a duo played classics, adding to the atmosphere. They played a John Prine tune (Angel From Montgomery) much to my liking.

Shelton Vineyards was Founded in 1999 by Brothers Charlie and Ed Shelton. It was envisioned as a new agricultural resource for an area once dependent on tobacco farming. Located in the heart of North Carolina's Yadkin Valley, Shelton Vineyards is very different from wineries on the West Coast. According to their website the distinctive characteristics of Shelton wine comes from the unique soil and climate of the Yadkin Valley. Being the largest family owned estate winery in North Carolina means more room to park beautiful collector vehicles.

An interesting car we’ve included in our layout is the Rover V8 equipped MG. The MG RV8 was a rare effort by Rover to revive MG mark by various upgrades which included the insertion of the Rover V8 power plant in the cars. Most of the 2000 V8 equipped MG RV8s were shipped to Japan with a few going to Europe.

Additionally one made it to the USA and ended up in this issue of Members’ Parade.



1966 Sunbeam Tiger MK I



HNR Member Mark Moskowitz Checks out Jensen Healey



1993 MG RV8 (Rover MG)

AACA Calendar



2026 AACA Nationals & Tours

- March 19-21, 2026 – Special Nationals – Guaynabo, Puerto Rico
- March 26-28, 2026 – Winter Nationals – Cartersville, GA
- April 9-11, 2026 – Southeastern Spring Nationals – Charlotte, NC
- April 23-25, 2026 – Annual Grand Nationals/Western Spring Nationals – Las Vegas
- May 28-30, 2026 – Eastern Spring Nationals – Indiana, PA
- June 11-13, 2026 – Southeastern Fall Nationals – Oak Ridge, TN
- June 15-19, 2026 – Sentimental Tour – Mechanicsburg, PA
- July 23-25, 2026 – Central Spring Nationals – Green Bay, WI
- August 5-8, 2026 – Southeastern Divisional Tour – Flat Rock, NC
- August 19-22, 2026 – Grand Nationals / Zenith– Allentown, PA
- September 9-14, 2026 – Founders Tour Williamsburg, VA
- September 20-26, 2026 – Revival AAA Glidden Tour Dover, DE
- October 6-9, 2026 – Eastern Fall Nationals – Hershey, PA



Always verify the date and details of any scheduled National event with the appropriate AACA group.



Spring Schedule	
2024	April 4-7
	Staking Day March 30

2025	April 2-4
	Staking Day March 29

2026	April 9-11
	Staking Day April 4

Fall Schedule	
2024	Sept 19-21
	Staking Day Sept 15

2025	Sept 4-6
	Staking Day Aug 30

2026	Sept 17-19
	Staking Day Sept 13

Hornets Nest Region, AACA Event Planning 2026

Watch your email for activity registration!



All HNR Events support restoration - preservation - education with antique automobiles. Driving and displaying these vehicles promotes this automotive history to the public in keeping with HNR's community service and non-profit purpose.



AACA Spring Nationals
April 9-11, 2026
at
Charlotte Speedway
Sponsored by
Hornets Nest Region



Dee Hartman Remembrance



There are always interesting facts revealed during HNR Member interviews we conduct for Members' Parade. Dee Hartman was certainly no exception.

It was Wednesday, November 29th, 2023 when I met HNR Member Dee Hartman at Martha Rivers Park in Gastonia, North Carolina for a photo shoot on his 1964 Corvair.

Following photography we drove to my house for some story on Dee, his Corvair interest and anything else he wished to share.

The 1964 Corvair Monza that our Region Members have seen at Club Events was not the first Corvair to grace Dee's Hartman's garage. He purchased his first one when they were introduced in 1960. Dee was living in Ohio and his new Corvair did not have a heater

Dee had several other Corvairs since that first one in 1960. His most recent Corvair was a straight drive convertible. That car was sold when his tired knees no longer allowed him to operate a clutch pedal.

The 1964 Monza pictured here has automatic transmission, so no clutch to operate. The car was offered to Dee as a gift, a deal he could not pass up. We asked Dee what his car needed when it became part of his stable.

His response, "everything."

No problem as Dee Hartman learned the Corvair automobile from top to bottom while working at a Corvair specialty shop in Rock Hill, South Carolina. He used that knowledge to bring his '64 Monza back to life.

We asked Dee if he had a photo of the Corvair he and his wife originally bought 1960. While scrolling through pho-



Dee Hartman

tos on his phone he briefly paused and commented,

"There's a picture of the Bow I used in the Olympics."

Ladies and gentlemen, HNR Member Dee Hartman's expertise in archery earned him a position on the United States Archery Team during the 1972 Olympics.

In his 87 plus years on the planet, Dee Hartman was totally dedicated to the old car hobby and in great support of our Region's Community Service involvement, which includes Club visitation to retirement communities.

Toward the end of our interview, we asked Dee about the Korean War Veteran ball cap that was an integral part of his normal attire. It was then he shared an important part of his early life while serving our country in the military. Dee's Guard unit was activated and deployed to Korea. He shared battlefield trauma experienced at a very young age. Those memories brought tears to his eyes as battlefield recollections of his early years resurfaced. The moment was powerful and will never be forgotten.

With a lifetime of experiences in the rear view mirror and plenty of friends in the antique car hobby, Dee Hartman was content in life. **He had his cat, his friends and nice running Corvair.**

Godspeed Dee Hartman



Phillip & Cheryl Cole at HNR Trade Show Booth AACANational Meeting



2026 AACAPresident Vicki Bolton (Members' Parade Interview Next Issue)



Ken Gilmore buys 911 Porsche 12/9/25



Connor Jackson accepts AACAAward AACANational Meeting (Event coverage next issue)



(Nice Hat) Editor West Peterson at HNR Booth Annual AACAMeeting



Historic CMS photo submitted by Cheryl Cole



Amy Jackson & Carol Marchand (HNR Annual Bake Sale)

*Saturday
General Session
AACANational
Meeting*

*Full coverage to
appear in
March/April*



Hornets Nest Region's Annual Awards Banquet



Hornets Nest Meetings are always great. But certain club gatherings stand out in the not to be missed category. The Red, White & Blue Meeting comes to mind. The Annual Bake Sale is certainly not to be missed.

But the largest gathering on the calendar, the Annual Awards Banquet is tops for most Region Members. That meeting or Event is certainly not to be missed.

Folks are already in a festive mood because of Christmas. Everyone dresses up nicely for the Awards Banquet. Plus we get to recognize Members for their hard work and leadership in our organization.

Santa Claus always shows up with gifts for children and grand children.

Another plus is the special dinner. How about that prime cut roast beef furnished by Chef Henry? And one had to remember to make room for the fantastic, scrumptious desserts.



*Hornets Nest Region Executive Director Ken Gilmore
Welcoming Region Members to
Annual Awards Banquet*



Cheryl Cole dressed in Christmas attire (Cheryl is posing for our camera lighting test)



The real Santa? Sara Myers-hands presents to Santa At HNR Annual Christmas-Awards Banquet



Dan & Lynn McCrary



Jack & Eileen Pata



John & Gayle Boles

Santa Arrives



Sarah Myers and Santa prepare to pass out Christmas gifts



Luke Tilton gets gift from Santa



Children of all ages love Santa as evidenced by above center photo of Amy Tetrault

Robert A Laedlein Award



Dwain & Linda Tucker Recipients of the 2025 Robert A Laedlein Award

Robert A. Laedlein joined the Hornets Nest Region in 1982 and moved right into working with Charlotte AutoFair. Bob served on the Region Board of Directors, served as Region President and was very active with National AACA. Bob Laedlein passed away suddenly in 1997. In the year 2000, the Region Board of Directors approved Jim & Sharon Raines' request to establish an Award in memory of Bob Laedlein.

The Robert A. Laedlein Memorial Award is presented to a Hornets Nest Region Member family who make significant contributions to the Region and/or National AACA. Contributions may be in areas such as Charlotte AutoFair, Region activities participation, AACA Nationals involvement, automotive judging or associated with objectives of the Hornets Nest Region and the Antique Automobile Club of America. The preservation and driving of our historic antique vehicles are principal interests for the Hornets Nest Region and National AACA.

The recipients of the Laedlein Award for 2025 were High School Sweethearts and have been married for over 60 years. They have strongly supported the Hornets Nest Region and its antique auto activities for more nearly thirty years. They have been totally committed to the development and accomplishments of our antique car club in many ways.

They are always actively driving and showing their vehicles at Region Events. They have been fully involved with activities and events of the Hornets Nest Region, including the major effort of actively supporting the on-going production of Charlotte AutoFair.

He has provided service through team leadership and key management with Charlotte AutoFair and the AACA National. He is a former Board Member, Chaplain & President of our Region.

A former security employee at Charlotte Motor Speedway, he was additionally a very successful race car driver.

She has provided leadership and special organization skills with Charlotte AutoFair and has provided skilled aid in Club activities.

The couple has always supported all efforts with the Region, National AACA, and Charlotte AutoFair. They are well known for hosting are Regions participation in the Oakboro Cruise-In. It is difficult in a few words to cover all the areas they have touched over these past thirty years.

This year's Laedlein recipients have always provided a fine example of leadership and service to our club, and the Region offers a sincere thank you.

The Hornets Nest Region is pleased to present the 2025 Robert A. Laedlein Memorial Award to Dwain & Linda Tucker

Editor's note: Years ago, HNR held an annual fundraiser auction in support of our Club's Foundation. Dwain Tucker attended those auctions and could always be seen bidding on items he likely did not need or want. Upon inquiring of his actions, Dwain said, "I'm buying up stuff so when I pass on there will be something for my heirs to inherit."

I knew Dwain was spending money with the single purpose of supporting our Club and the Hornets Nest Region Foundation. Ed

Hornets Nest Region's Annual Awards Banquet



Darrell Page thanks HNR Members for AutoFair support



Gayle & John Boles Awarded Members Emeritus for 23 yr service



Johnny Yarborough recognized for Board of Director Service



Mel Carson Awarded Member Emeritus for 50 yr service

Johnny Yarborough was recognized above for his service as one of our Region's Board of Directors with a plaque being presented by HNR President Mike Munao. In the adjacent photo Mike is presenting an Member Emeritus plaque to none other than our own Mel Carson. Amy Tetrault is being recognized on the adjacent page for her many years service on HNR's Board of Directors.

Every year HNR Awards Scholarships to children and grand children of current HNR Members. Jack & Eileen Pata's Grandson Dillon Sessa received one of those scholarships in the photo on the right.



Jack & Eileen Pata attending Banquet with Grandson Dillon Sessa (Scholarship Winner) & Girlfriend Summer Nachtman.



Fantastic meal with all the trimmings is served during HNR Awards Banquet



Amy Tetrault recognized for Board Of Directors Service



Chef Henry & Wife take care of food service for the grand event

Buick Club of America National Meet



*Left to right on display at BCA Meet
1914 Buick Marr Cyclecar
1903 Buick Marr Autocar*

As part of the Buick Club of America National Meet in Charlotte, North Carolina, the public was invited to view the cars on display and meet the owners. The Buick Club held a display of restored, original unrestored and historic race car Buicks, car/parts swap meet, auto and recreational tours. Visitors were able to attend the BCA Meet free of charge at the left side parking lot of Embassy Suites.

Buick has a long history that centers around people who have a passion for cars, whether it's state-of-the-art race cars or beautifully-restored antiques.

"We are thrilled to be holding our annual meet in Cabarrus County," said Brian DePouli, Former President of the Buick Club of America. "To be holding our event in an area that truly appreciates automobiles makes it even more special."

BCA Members had the opportunity to visit the NASCAR Hall of Fame, Steele Rubber and Rick Hendrick Collection Museum during the meet.

Your Editor squeezed in a small amount of time to stop by and witness much of Buick's history on display there and enjoy the chance to take a trip down memory lane.

As always we brought our camera to photograph a few of the great cars attending the Event. As such we display a few pictures here for your viewing enjoyment.



1953 Buick Skylark



HNR Member Brian DePouli's 1958 Buick Limited Convertible



1979 Riviera



1924 Buick 35



1953 Skylark



Caption

1941 Buick Super



1932 McLaughlin



1968 Riviera

Earl Tindol's Extraordinary '55 Thunderbird



Story & Photos by Earl Tindol

Ever thought about building your own car? We're not talking about a motor & tranny swap. We're talking actually starting with a body you like and fabricating everything else from the ground up.

The project in this story involves starting with a 1955 Thunderbird body and hand fabricating

and assembling everything to make the great handling, clean looking, comfortable car of the owner's dreams.

Earl Tindol is the man with that dream

Read on



Gear Head engineers plan future assembly details on Earl Tindol's 1955 Thunderbird Project

It was mid-summer of 2010 when the phone rang. The call was from Jim, a good “car guy” friend in Winston Salem. After the usual pleasantries, he indicated that a friend and customer of his had passed away earlier in the year. His wife and family were now ready to dispose of the two old Thunderbirds that he owned. Jim thought that both were 1955’s. He had been trying to help the family and thought of me. Jim had the first car running and described it as a so-so driver that needed some work, but it could make a presentable car. He was not sure about the second car, which (as the story goes) was purchased in the ‘60’s. The gentleman had COMPLETELY disassembled it about 1969 with the idea of restoring it, but, Jim did not believe that he ever touched it after he took it apart. I made an appointment to meet with them a few days later and traveled to Winston-Salem with a few of “my car” guy friends.

After we arrived and entered the garage, we saw the first ’55 Thunderbird and walked around it. I was not too disappointed when I was informed that they had a deposit on it and thought it was sold. The second Thunderbird and all the parts that he had collected over the years were “out back”. There “out back” was, undoubtedly the oldest car trailer that I had ever seen. This old “one of a kind” trailer had hand painted murals of “Model A’s” on its front and sides and would have been a show piece in its day. The artist was quite talented. Unfortunately no one present knew any history on this old unique trailer. We fumbled with the ring of keys and finally got the door open. As, we first looked in, I remember thinking “This was truly NOT going to be remembered, by car guys everywhere, as the “barn find” that would be talked about for decades.”

About all that could be seen were boxes from floor to ceiling. The title and paper work from the ’60’s indicated there was a 1955 Thunderbird somewhere under the boxes. In fairness to the old trailer, it kept everything perfectly high and dry. It was obvious that this was going to take a long time to figure out exactly what we were looking at.

After a short discussion we agreed on a figure that was fair to everyone. It was like the TV storage locker sale. We, nor did anyone else, really have any idea what was included. You could just see the front of the car. The bare body appeared to be just sitting on the chassis. We did not know for sure if it was a roller. The plan was to get our larger trailer and several friends and return in a few days. I did not purchase the old trailer for fear that if it were moved, it would certainly not make the long trip home.

On our return to Winston-Salem, the family had found several more boxes of parts and other pieces. My friend Jim was there and he helped us drag the old trailer out of its spot in order to get to the rear doors. After several hours and a lot of work, we had all the boxes and pieces relocated in our trailer. I remember three things about that day. First, how hot it was. Second, how hard the guys worked and how much I appreciated them. And third, how much we all enjoyed the world famous “Lexington Barbeque”, that I had promised them on the way home.

Over the next several weeks we opened boxes. Some pieces were good, some just OK, and a lot of pieces were totally junk. We power-washed the old car and it was not too bad (maybe better than we expected). We still had no real plans as to what to do with it. We put it on the rotisserie and sent it to be media-blasted. Again, it looked pretty good. It needed some minor basic body work and then etching primer. It sat for several months while we debated what we wanted to do with it.

To be continued

Reed & Jan Tarwater's 1933 MG J2



Story by Reed Tarwater
Photos by Jerry Clemmons

My interest in MG Sport Cars started at a fairly young age. When I was still in High School an MG TD was advertised in the local newspaper. A friend and I went to look at it and the owner allowed us to drive it. I was impressed with the way it handled and the speed it would go around corners. Very different from the Buick my parents had. Looking at the MG was under “false pretenses.” There was no way I could afford to buy the MG; college tuition needed to be paid first. However, many years later, after college, marriage and two children we bought and restored a 1952 MG TD. The info about the TD was covered in Members Parade in the May – June 2022 issue.

Our next MG was a great deal older and more rare, a 1933 J2, one of about 2000 built. I had known about this 1933 MG J2 for several years. A good friend bought it and stored it for twenty years in the hay loft of his barn. The car was advertised in the newspaper and my friend called and bought the car. I called my wife to see if we could buy the car, but my friend got there first.

After several years it was clear that he was not going to restore the car. He had two MG TDs and an MG A to keep him busy. After several years of my asking him to sell, he agreed to sell.

The next step was to extract the car from the barn. A car expands a lot when it's apart. It took our pickup, a trailer and the back of our SUV to get everything home.

Calling this a car at that point required a leap of faith. It was missing a body, a crankshaft, an engine block and several other items. However, we did have the instruments, SU carbs, the chrome radiator shell and windscreen.

We originally considered doing the restoration ourselves. Previously we had restored our 1952 MG TD and an Austin Healey Bug Eye Sprite. After further considerations, sanity prevailed and we decided

to have the J2 professionally restored. A J2 is too valuable to not restore correctly. After checking with several shops we decided to have Tom Metcalf of Safety Fast! Restorations (an early MG specialist) restore the J2.

We took several trips to the UK to look for parts we needed. We took the instruments to be restored and ordered a new body made on authentic jigs. We obtained copies of the original build records from the archives of the MG Car Club in Oxford, England. The sales invoice showed this car was duo-tone, Saratoga and Carmine red, with a red leather interior. So, the car was restored in the original colors.

The restoration was completed in late 2008. In the years since then, it has done well at car shows and Concours including a Repeat Senior Grand National at Dayton in July, 2025. In November 2025 it won the Palmetto Award (second place) at the Hilton Head Concours for Early British Roadsters.



Above petcock system is your fuel gauge. When motor sputters, twist lever to other direction. Now you are running on reserve and time to locate more gas.



*Above left & right: Chassis and body panels of Reed's MG when purchased.
Remaining body parts were made in England using original MG jigs*



Visiting Dan & Lynn McCrary



Text & Photos by Jerry Clemmons

We most likely owe a debt of gratitude to **Santa Klaus** for the presence of nationally recognized watercolor Artist Dan McCrary in Hornets Nest Region. Dan McCrary is a man of more talents than many of our readers might know. We'll expand on his talents how Santa plays into Dan and Lynn McCrary's presence in the Charlotte area shortly.

Welcome to Dan and Lynn McCrary's place. Both Dan and Lynn McCrary have been car enthusiasts with an emphasis on sports cars, for a very long time. Dan was sketching cars in pencil and crayon when he was six years old. He admits to drawing automotive images during algebra class in high school.

After moving to Charlotte, North Carolina Dan and Lynn became involved in sports car rallies and autocross events. We learned during our visit that Lynn was also a very talented driver in those events. The couple soon became a big fan of Alfa Romeo cars, which Dan refers to as the poor man's Ferrari. Their current Alfa is the 1982 Spider Veloce in the above photo and on our front cover.

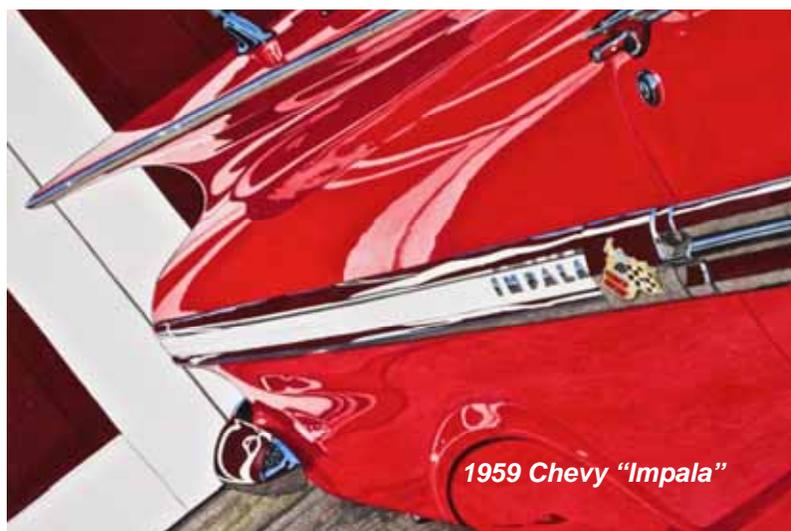
At one time the McCrary's had an Alfa that they hand built and raced. That race car was also their daily driver. Dan admits they never considered the fact that the race car might get crashed and they would not have transportation to get home.



During his involvement in sports car events, Dan began sketching pen and ink images of fellow enthusiasts cars, kind of an expansion of the hobby. In the beginning these were quarter angle black and white images. It was later that he advanced to close up full color paintings with which we are now familiar.

Probably the question that most of our readers wonder about Dan's water color art is, "How does He get a glossy car with non-glossy flat paint? Better yet chrome...how does Dan make a shiny chrome bumper with paint that does not have a gloss finish?"

Dan's answer: "People have a concept of a bumper being silver. No...You have to get silver out of your mind. The bumper is a mirror...just like a mirror. So its going to reflect whatever is around it. So if you have a chrome bumper on a car sitting outside, the sky is going to be reflected in the bumper. Where the bumper comes clos-



1959 Chevy "Impala"



est to you, in a depth sense, there is a horizon line that might be a building far away or trees. The lower part of the bumper might be some grass or the dark color of the ground. Its 90% observation. **That was Dan's explanation. Your Editor calls it magic.**

Dan and Lynn's beautifully decorated home features a living room art gallery with many examples of automobile art. Automobiles have always been Dan's preferred subject with only a couple examples of non-automotive, music related art displayed. We'll get back to music shortly.

Dan's art has been featured at Concours Events and car shows all over the United States and beyond. These displays include our Region's Charlotte AutoFair, Hershey, Amelia and countless others.

One of Dan's Bucket List Events was the opportunity to display his work at Pebble Beach, which he has done twice. Pebble no longer has an automotive art sponsor. Several of the Concours Events and larger shows are no longer being held, but another "Bucket List" opportunity has arrived. **Dan McCrary has been recognized as a Signature Member of the American Watercolor Society. Examples of Dan's art will now be on display at their facility in New York City.**

Back to Santa Klaus.

Dan and four of his buddies got guitars for Christmas one year. They soon formed a five guitar band. No singer, no drums, just guitars. They learned to play Ventures instrumental music. Someone advised Dan and his buddies, "If you want to get gigs, you need a singer."





Dan's "Wet Kitty at Dawn" selected for display at American Watercolor Society in New York City

Dan said, "We didn't get a singer. We just started singing, a whoever drew the shortest straw type of deal. We recruited a drummer from our school band."

Dan McCrary attended college at East Carolina. The school didn't offer a major for guitar, but since his buddies were music majors, Dan hung out and played guitar in bands with those guys. One of his friends eventually went back home in Charlotte to play in a band called **Sugarcreek**. A few weeks later, Dan got a phone call from his buddy. "**Hey, We're backing Jackie Wilson. Do you want to play lead guitar for Sugarcreek?**"

Dan: "Sure."

Dan McCrary was in Charlotte the following day carrying a suitcase & guitar.

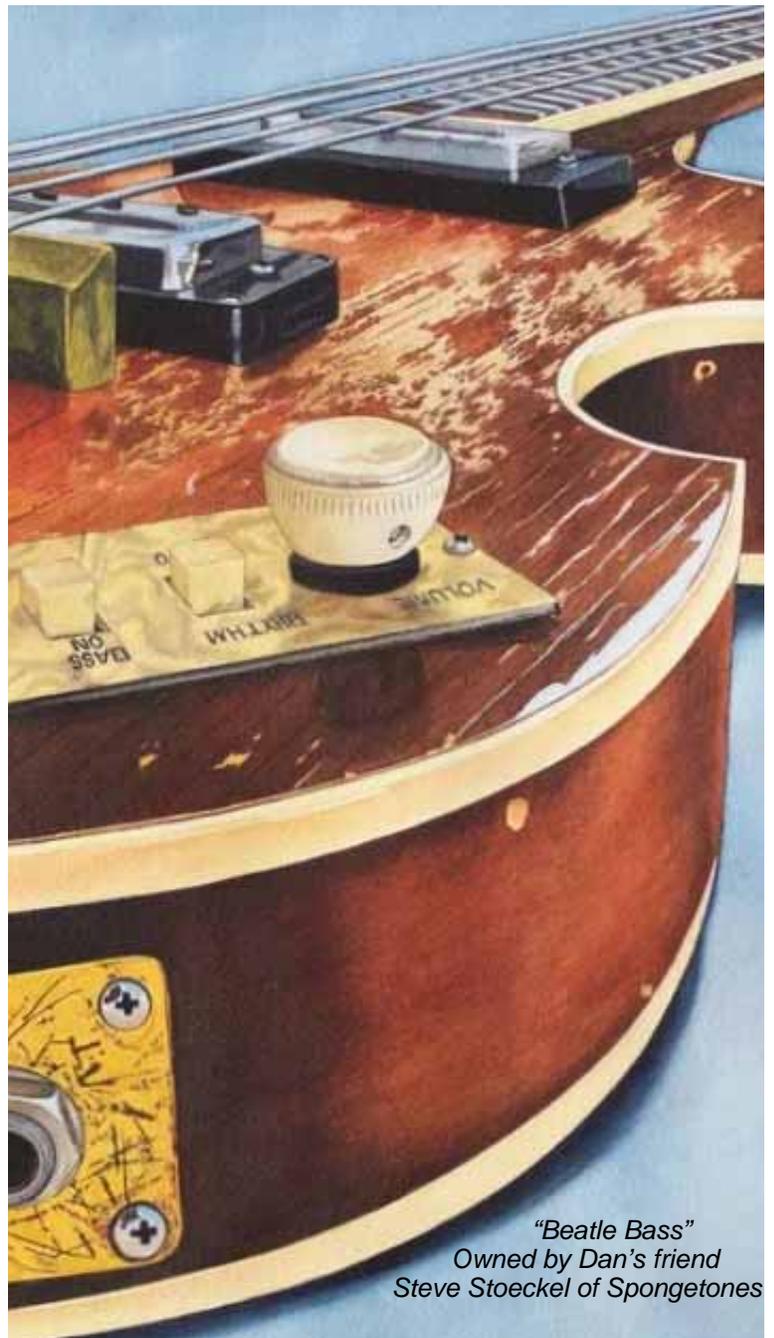
Dan McCrary eventually grew tired of traveling involved with the music business and returned to his first love...art.

That said, the guitar that Santa brought was "instrumental" in bringing Dan & Lynn McCrary to Charlotte, North Carolina.

Thanks Santa!



Dan "There's a lot going on in there"



"Beatle Bass"
Owned by Dan's friend
Steve Stoeckel of Spongetones



*"Red, Fast & Loud"
Ferrari Testa Rossa*



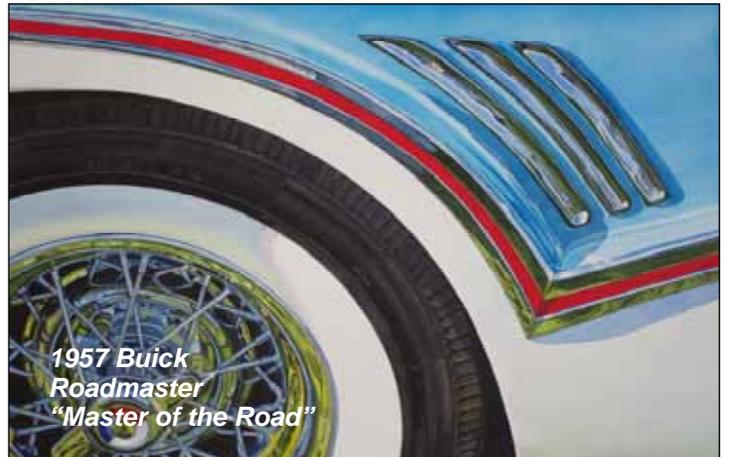
Bugatti Atlantic Coupe "Elegance in Red And Black"



"Bling" 1960 Lincoln Continental



Caption



*1957 Buick
Roadmaster
"Master of the Road"*

The Muppet Movie

Featuring 1951 Studebaker Commander

Story & illustration by *Nick Wilkens*



I feel fairly safe in saying that most of us remember the Muppets, those humorous creatures created by Jim Henson, who made their first appearance on Sesame Street's inaugural show on November 10, 1969. The show was an instant PBS success. At the time, there were only three characters—Ernie, Bert and Big Bird with Kermit the Frog soon to follow. Even with the addition and retirement of many characters throughout the years, it is still enjoyed today by children as well as adults.

It is also interesting to note that not all of Jim Henson's characters such as, Miss Piggy, Fozzie Bear and Gonzo, to name a few, never made it to Sesame Street. These characters, plus many more, appeared in the adult TV series. That Muppet Show ran from September 5, 1976 through March 15, 1981 for 5 seasons and a total of 120 episodes. All filming was done in the UK after being turned down by numerous production companies here in the U.S. The feeling was that there was just not a market for an adult puppet show in this country.

With the success of Sesame Street and the Muppet Show, it was decided to take the next logical step and make a musical comedy film with Jim Henson as producer and James Frawley as director. Soon thereafter production began on the first Muppet movie.

The Movie

The movie begins with a brief comical introduction of the characters sitting through a private first screening of the film. Following, which is the actual beginning of the movie, Kermit is sitting on a log in a Florida swamp playing on his banjo and singing "Rainbow Connection". Along comes a lost Hollywood agent rowing a flat-bottom boat while trying to find his way out of the



swamp. After striking up a conversation with Kermit, he tells Kermit about auditions for a role in a movie starring a frog and encourages Kermit to go to Hollywood and try out.

Following another musical number in the movie, Kermit enters the El Sleezo Café to get something to eat. There he sees Fozzie Bear doing stand-up comedy, much to the dissatisfaction of the customers. In trying to save the act, Kermit gets on stage with Fozzie. The result is both Kermit and Fozzie getting thrown to the street. In the next scene, Kermit and Fozzie are in a 1951 Studebaker belonging to Fozzie's uncle (who happens to be hibernating) with Kermit trying to convince Fozzie to go to Hollywood

with him.

Enter Kermit's nemesis, Doc Hopper. Doc Hopper owns a not-too-profitable fried frog leg restaurant which he is trying to franchise and wants Kermit to be his spokesperson. Kermit understandably wants nothing to do with fried frog legs and is relentlessly pursued by Doc Hopper and his diabolical cohorts. This goes on throughout most of the movie with the hope that Kermit will change his mind.

On their way to Hollywood, Kermit and Fozzie encounter the rock band "Electric Mayhem". The band tries to assist Fozzie and Kermit in avoiding the exhausting pursuit of Doc Hopper by camouflaging the

Studebaker in an array of rainbow colors. After picking up several more Muppets on their journey, they decide to get a larger vehicle and end up trading for a 1948 Ford Woody Wagon at a used car lot.

To find out how all this evolves and, if you want to know if this cadre of puppets ever makes it to Hollywood with Doc Hopper on their tail, you will need to go to Amazon Prime and watch the movie.

The 51 Studebaker Commander

Actually, not one but two 1951 Studebaker Commanders were used in filming “The Muppet Movie”. Since this was before the advent of computer-generated videos and movies, two cars were needed: one for close-ups with Fozzie and Kermit and a second for long distance shots as they traveled across the country. It is also interesting to note that since most movie scenes are not filmed in a sequential order, the Studebaker first received a psychedelic paint scheme. Later, when filming the earlier scenes, a vinyl wrap was used to achieve the dull gray/brown patina depicting the age of the car.

When filming, a camera was mounted in the bullet nose of the car. The driver was located in the trunk along with a TV monitor, steering, accelerator and brake controls. Puppeteers were inside the car controlling the movements of the Muppet characters. The whole environment was rather cramped to say the least.

Following the release of The Muppet Movie, the Studebaker was left parked outdoors and ignored on the back lot at Warner Brothers Studios. Then in 2004 the car was acquired by the Orange Empire Chapter of the Studebaker Driver’s Club. The Club then gifted it to the Studebaker National Museum in South Bend, Indiana. Its condition at that time was described as weather-worn, deteriorating and in need of a serious restoration.

With estimates as high as \$150,000 at that time for a full restoration, it was decided to put the iconic car on display and begin a fund-raising campaign in hopes of returning the car to its 1979 movie star condition. Finally, in January, 2024, Razorfly Studios of Sylva, NC, was selected to undertake this ambitious endeavor. Eighteen months later on July 12, 2025, and with much fanfare, the completed restoration was returned to the museum. The Studebaker was then placed on permanent display in the city where it had rolled off the assembly line 74 years earlier in 1951.

Note:

With an \$8 million budget, “The Muppet Movie” ended up grossing \$65.2 million-not a bad return. I have no idea what happened to the second Studebaker used in the wide angle scenes. One source claimed that it was destroyed, but I could not verify it.

If you made it this far in the article, thank you. Nick



Camera mounted in bullet nose



Car driver was seated in trunk with TV monitor connected to camera mounted in cars bullet nose



Slater's

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1932 Lincoln KB V12



Brad Slater

Over the next few months Members' Parade will feature stunning Brad Slater photos taken at the 2025 Hilton Head Concours d'Elegance where he has press pass credentials.

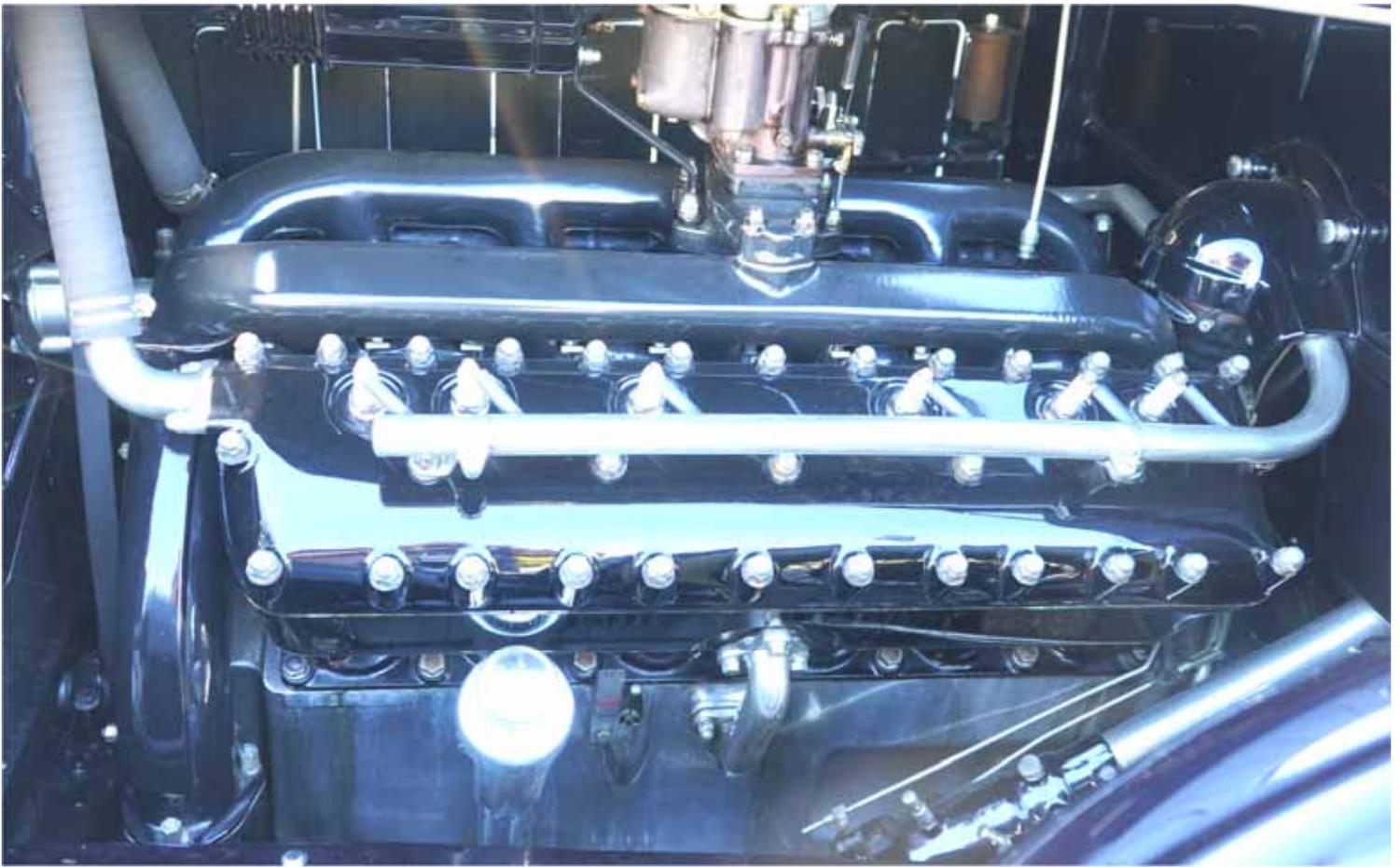
Members' Parade is very fortunate to have HNR Member Brad Slater covering these Concours events.

If this particular car seems familiar that's because it was shown in our Region Show during 2025 Auto Fest. A 1932 Lincoln KB V12 Berlin built by John P. Judkins Company.

This limousine was regularly used by Godfather Vito and his wife, Duchess Mara.



This 1933 Stutz DV32 is part of NB collection and one of two in existence



Jolly New British Cars-Modern Day Classics



TVR Griffith



By Phillip Cole

TVR Griffith and Chimaera: 1990 - 2003, Part I

While working on this article about the TVR Griffith/Chimaera models, it dawned on me that I have not told TVR's story from Post WWII Great Britain. Remember that American soldiers returning home from the war brought a desire to own a British sports car. Manufacturers like MG, Triumph, Sunbeam and Austin-Healey were glad to jump on this sales bandwagon. So, let's not forget that the TVR brand came into being during this classic era. In 1946 Trevor Wilkinson, using three letters from his first name, established Trevcar Motors in an old wheelwright workshop in Blackpool, England. Wilkinson's concept of a lightweight body on a tubular chassis, front engine, rear wheel drive, with close attention paid to increasing performance, created TVR's DNA which is still adhered to today. Sadly, although it was once the third largest sports car manufacturer in Great Britain, TVR never progressed into mass production. Thus, the company has always been subject to the ups and downs of the world economy.

In the early 1960s an economic downturn meant that TVR was struggling. That's when an engineer named Martin Lilly bought a Griffith 400 to race. Also, he and his father, Arthur Lilly, had bought shares in the current TVR parent company which was Grantura Engineering. By the mid-1960s, Grantura went into bankruptcy. Not wanting to give up on the car or their investment, the father-son duo acquired the remnants of Grantura Engineering in November 1965, renamed it TVR Engineering, and after three difficult years had turned the business back into a profit-making company. A significant part of their profits for many years came through American exports; but by 1981, rising production costs, increased emission controls and a recession in Britain found TVR back in financial trouble. This is where the TVR story

virtually repeats itself. Peter Wheeler, a chemical engineer and businessman, who had achieved success through the oil industry, was also a TVR Taimar Turbo owner. Having a good relationship with the factory, he was able to buy control from Martin Lilley. Through the 1980s, Wheeler followed Wilkinson's plan of increasing performance on a variety of TVR models. One of his first performance steps was to shoe horn a Rover V8 into their light 2300 lbs. sports cars, achieving a top speed of 161 mph from 284 bhp. Then in 1990, Wheeler resurrected the Griffith model name into what proved to be one of TVR's best designs. Within a year the Chimaera followed and soon became TVR's best seller. The Rover V8s used in the Griffith and Chimaera models initially with a capacity of 4.0 liters and eventually increased to 5.0 liters providing phenomenal performance.

The new TVR models of the 1990s looked revolutionary. The Griffith had no front and rear bumpers to break its design lines. The interior was lavishly augmented with its trim and accessories. Its fiberglass body was crafted by hand to reflect the true TVR character of performance.



Esprit X180R

(Writer's Note: The difference between the Griffith and Chimaera is so slight that one cannot hardly tell which is which. The Chimaera is slightly larger than the Griffith with some further differences in the tail lights, etc. This will be further explained in Part 2.)



TVR Griffith



TVR Griffith



TVR Griffith



TVR Chimaera

Ed D'Aloiso Remembrance



Gassing the Caddy

Members' Parade visited Ed & Lynne D'Aloiso in late 2012 for a feature story in our magazine. At that time, we learned of the powerful commitment Ed & Lynne had with the old car hobby in general and Charlotte AutoFair in particular. For our newer Members and those who may have missed the story when it first appeared in our magazine, here is the skinny on why our Region has been honored to have Ed & Lynne D'Aloiso among us since 2006.

The D'Aloiso's historically traveled from their Ohio home to Charlotte twice each year to attend the Spring and Fall Charlotte AutoFair. It became a passion so strong that they pulled up stakes in Twinsburg, Ohio in 1988 and moved to North Carolina to be close to AutoFair, the Event that had become an important part of their lives.

Below-mildly redacted D'Aloiso story

A Dachshund named Charlotte AutoFair ran up to my car as initial greeter at the D'Aloiso residence. The D'Aloiso Dachshund was nicknamed Roxie for short (Pun intended).

Welcome to Ed and Lynne D'Aloiso's five-acre "Slice of Heaven." Ed was hanging out at his newly constructed Man Cave addition when Members' Parade arrived. Costing Ed a great deal of sweat equity, plus a broken arm from a fall during construction, the Man Cave addition was finally finished and ready for fun. Initially



Ed D'Aloiso



Charlotte AutoFair or Roxie (For short)

planned to house another one of Ed's growing collection of cars, the structure was temporarily home to all manner of NASCAR memorabilia. As the transporter of NASCAR great Tony Stewart's racecar, Ed D'Aloiso had no shortage of racing souvenirs.

Ed and Lynne D'Aloiso had been North Carolina residents for 24 years at the time of our visit fourteen years ago.

HNR Members might guess Ed's first car to be a Chevy, probably 1956 vintage? We have witnessed his '56 convertible plenty of times at Region Events.

You would be off a few years with that assumption. A car nut since the age of 14, Ed bought his first vehicle, a 1947 Plymouth, while working at the Amoco Station down the street. Not pleased with his son's purchase, Ed's Dad refused to allow him to even bring the car home. Ed kept his Plymouth parked at the gas station.

At the time of our visit Ed D'Aloiso had about 12 cars in his collection, his favorite being the 1956 Chevy purple and white convertible mentioned above. He actually had three '56 Chevys at the time of our visit.

When we asked why he preferred '56s, Ed responded, "Because everyone else likes 55's." Not big on shuffling his old car inventory, Ed owned the majority of his vehicles for many years. The '56 convertible often seen at HNR club events has been with the D'Aloiso family for about 45 years. Another '56 Chevy most club members have not seen has been with the couple since they were

married 65 years ago. The '58 Corvette on this page was Lynne's 27th wedding anniversary present.

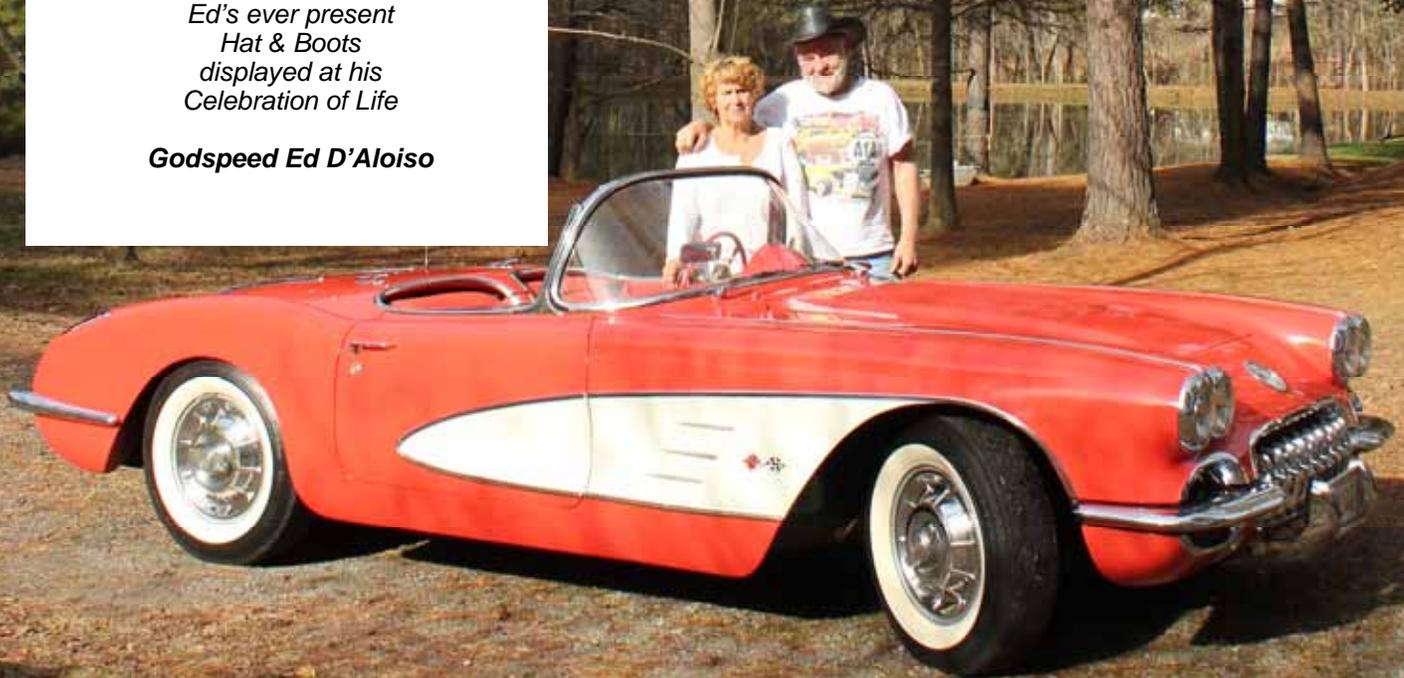
Each of Ed and Lynne D'Aloiso's three daughters received a classic car on their sixteenth birthday. The D'Aloiso's have been great ambassadors for our hobby. Their daughters have maintained interest in old cars.

My thoughts lingered, on my departure, of the beautiful five-acre setting Ed and Lynne D'Aloiso call home. With a comfortable house situated close to their favorite AutoFair event, a nice collection of classic cars, a great Man Cave... What more could one want?



*Ed's ever present
Hat & Boots
displayed at his
Celebration of Life*

Godspeed Ed D'Aloiso



The Cars America Lost



By Hollis Rule

1904 Packard Model L

Packard's Premier Dealerships

The Alvan T. Fuller Dealership

The first time the Packard organization met Alvan Fuller is when he walked into their factory in 1903 with a check for \$2,400. The check was drawn on the First National Bank of Malden, a suburb of Boston. He had a strange smile on his face, and told the sales manager he wanted to order ten new Model L Packards. When Fuller returned to Boston and met with the bank president, he was asked what he got for his \$2,400. Fuller proudly showed him the Packard contract. Not only had he made a deposit on ten Model Ls, but had secured a Packard dealership for the Boston area as well. The bank president was furious. Standing up from his chair and pointing a finger at Fuller, he told Fuller "the First National Bank of Malden does not care to continue business with such a reckless plunger". But that just made Fuller more determined. By 1904, he had sold eighteen Packards and by 1910, nearly 400. Fuller would soon become Packard's premiere east coast distributor.

Alvan Fuller began his marketing career when he was only seventeen, selling bicycles from his uncle's barn. By the time he was twenty-four, he opened his first auto dealership, selling various brands including Northern and Cadillac, but he soon became an avid Packard fan, and focused on no other.

Fuller built a new showroom on Commonwealth Ave. in Boston. Packard was so impressed with the facilities, the company wrote in their corporate magazine, "the salesroom gives to the prospective customer a glimpse of Packard's ideals when he steps in the front door. The business has been dignified

by harmonious quiet, elegant surroundings where beauty emphasizes the efficient, careful arrangement for the proper conduct of the day's business". Situated in a wooded park, the showroom featured twenty-eight-foot-high ceilings, full length windows and hanging chandeliers. Walls and floors were light oak, and the chairs and tables were of mahogany. It was the perfect setting for the well-to-do to experience purchasing America's prestige automobile.



By 1920, Fuller was recognized as "the world's most successful auto dealership", amassing a fortune of over \$20 million. That would be somewhere around \$230 million today. Among other accomplishments, he was elected to the Massachusetts legislature and then lieutenant governor and finally served as governor for two terms. Fuller never cashed any paychecks from his political career. One has to wonder how the 1903 banker who refused to do business with such a "reckless plunger" felt about Fuller's success!

*The Prince of Packard's Corner
Alvan T. Fuller opened the first Packard dealership in Massachusetts, which in 1920 was recognized as...
"the world's most successful auto dealership"*

The Earle C. Anthony Dealership

Another bigger than life Packard dealer was the company's most prominent West Coast dealer, Earle C Anthony. Like many of us, he showed an interest in cars at an early age. When he was twelve, he designed and built his own car. In 1905, when Packard was expanding their dealerships, Anthony began to sell Packards in the Los Angeles area. He was a flamboyant man and thrived on promotions. Using Packards, he would stage publicity stunts, including treks into the desert and even the Grand

Canyon at a time when few would venture out of the city.

Knowing the power of the media and of the movies, he would quite often stage publicity stunts involving the film stars of the day. To enhance the mystique of the brand, he would loan Packards to the movie studios. Today, if one were to spot a Packard in an old movie, it's probably due to Anthony's efforts. Within a short time, he became the West Coast distributor for the brand and was so successful; he has been credited with selling one out of every seven Packards worldwide. At one time, he ordered a mile-long train of Packards worth \$815,000. Anthony was perhaps Packard's most avid dealer, staying with the company until the very end.

However, that's not all he did. Using Packard Twin-Sixes, he started a bus line between Los Angeles and Bakersfield. Today, we know it as Greyhound. He was also credited with starting the first service station, or as they were known then, filling station. His trademark was one we still recognize today, Chevron.



Fabulous Staircase in Anthony's San Francisco Packard Dealership



Earle C. Anthony

In 1923, when radio broadcasting was the new media, he founded two west coast radio stations and when television was in its infancy, he founded the Los Angeles stations, KFI-TV and KFI-FM. He was an early president of the National Association of Broadcasters, and if that wasn't enough, he was also known as a songwriter, journalist and playwright.



LEFT: Anthony's San Francisco Dealership. Now occupied by British Motors

On the Lighter Side

Harry K Thaw was a troubled man. Born into coal and railroad fortunes, he had everything a person could ever hope for except for one thing. He had mental health problems. With all his riches, he played the field, partying, drugs and of course, women. Thaw finally killed a man and ended up in a New York asylum for the criminally insane.

In 1913, he broke out of the asylum and escaped to Connecticut and freedom from extradition. His getaway car was, of course, a Packard. He reportedly reached a speed of 80mph in his getaway, quite a speed for the day. The Packard magazine reproduced the newspaper article with the comment: "When high speed is necessary, when a fast getaway is absolutely imperative, *ask the man who owns one.*"

During the Oklahoma oil boom, oil was struck on the Osage Indian reservation and many Indians were suddenly wealthy. Some spent their money on Packards. One Indian brave bought a new Twin-six and an hour later, from a town 65 miles away, telephoned the dealer saying he had wrecked the car and asked the dealer to rush another to him. An Indian chief, finding all the cars were gone, happily drove home in a white Packard hearse.

When the first Packard Twin-Six arrived in Japan, the dealership mechanics took it for a joy ride. When the Packard landed in the moat of the Imperial Palace, the mechanics were fined for "disturbing the royal goldfish."



Henry K. Thaw was a troubled man, but chose the right car for his getaway from the State Prison for the Criminally Insane. "Just Ask the Man Who Owns One"



An Indian chief in Oklahoma, finding all the cars at a Packard Dealership were gone, happily drove home in a white Packard hearse.

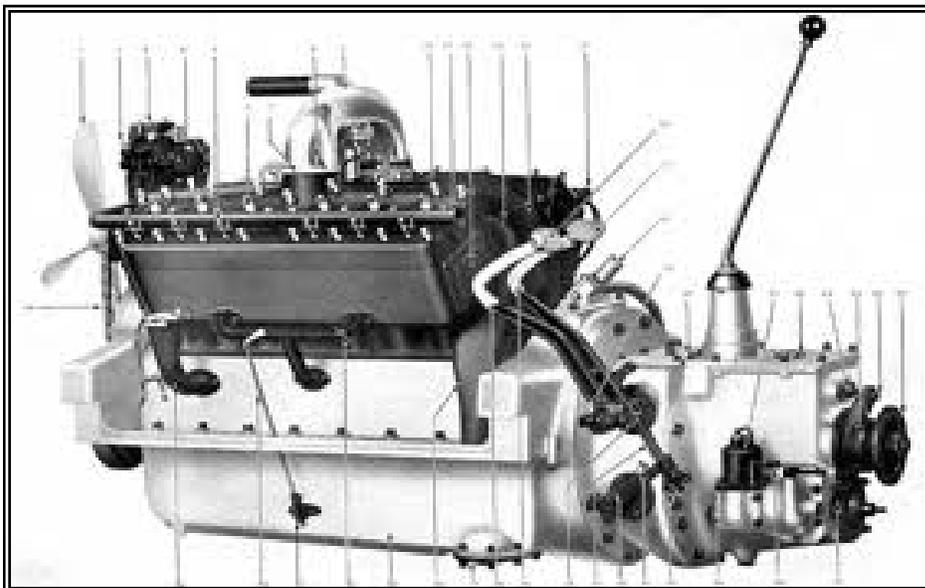
About the Twin Six

At a New Year's Eve party celebrating the upcoming year of 1915, a pretty girl who perhaps had a bit too much eggnog, looked at Jesse Vincent and said, "You are going to have twins; I can see it in your eyes." Despite the holiday, the next day Vincent laid out the plans for Packard's Twin Six automobile.

This quote makes good fodder for some interesting stories and has been recorded by a number of writers, but simply is not true. The part about the pretty girl may have happened. However, that's lost to history. Nevertheless, the plans for the Twin Six were laid out long before New Year's Day, 1915.

Cadillac introduced their V-8 in 1914, so in response Packard decided to one-up them by introducing the Twin Six (or V-12).

This makes for another interesting story, but again, is unfounded. The fact is, Packard's chief engineer, Jesse Vincent presented a thirty-five-page document to the board of directors, outlining the virtues of his Twin Six design in September, 1913; a full year before Cadillac introduced her new V-8. Perhaps the main reason for the Twin-Six (V-12) rather than a V-8 is that Vincent had mastered the balance of the six-cylinder engine so successfully, it was an easy task to make the Twin-Six (two sixes with one crankshaft), the smoothest running engine available at the time.



RIGHT: The Famous Packard Twin-Six Powerplant, introduced in 1915.

About Jesse Vincent

Unlike James Ward Packard or Alvan Macauley who both studied engineering at Lehigh University, Jesse Vincent didn't have the advantage of a formal education. He was born on a farm near the small town of Charleston, Arkansas and his schooling consisted of no more than an eighth-grade education. However, it didn't stop him. Vincent was always fascinated with all things mechanical. By the time he was ten, he was in business for himself. He was the area's blacksmith, repairing farm equipment. By the time he was seventeen, he moved to Missouri and took a job as a salesman with the St. Louis grain Company. However, his heart was not in selling. His fascination was with mechanics and engineering. At night, he studied engineering through the International Correspondence School.

It wasn't long before he could take no more of the salesman's life. He had to get his hands on things mechanical. He took a job at the American Arithmometer Company. The company would soon move to Detroit and change its name to one we're more familiar with; The Burroughs Corporation.



Vincent's new employer, the Burroughs Corporation, was in the business of building adding machines, a perfect opportunity for Vincent to practice his mechanical skills.



Col. Jesse Vincent His imprint is on almost every Packard produced since 1912

Vincent's new employer was in the business of building adding machines, a perfect opportunity for him to practice his mechanical skills. Soon, he developed a method of boring all the required holes for a machine in one operation. The next day he was known as Superintendent Vincent. He also designed America's first duplex adding machine used for trial balancing. It would be Vincent's first "Twin".

The reader may recall from *The Packard Story Part IV*, Burroughs Corporation was headed by none other than Alvan Macauley. It wasn't long until Superintendent Vincent was not only supervising factory operations, but was also awarded the task of maintaining the executive fleet. Macauley and Vincent had everything in common and through their work at Burroughs, became good friends. However, it wouldn't be long until they each would go their separate ways. In April, 1910, Macauley departed Burroughs to become general manager at Packard. A few months later, Vincent left to assume the job of chief engineer at Hudson.

As Macauley settled in at Packard, he knew he needed his longtime friend and associate Jesse Vincent. In July 1912, Macauley convinced Vincent to leave Hudson and after just one day at Packard, he was named chief engineer. Jesse Vincent would remain with Packard for nearly forty years. His imprint is on almost every Packard produced since 1912.

Next issue: The Twin Six

Trivia Answer Pony Express lasted 18 Months

Members' Parade Classified Ads



Members' Parade Advertising - HNR Members may advertise without cost, AACA non-commercial parts and vehicles for sale. In addition, an HNR Member may advertise for a non-HNR Member, AACA non-commercial parts and vehicles for sale. The HNR Member must note themselves as the initial contact and state the sale is for a non-HNR Member. Four consecutive months is the maximum length of time for ads to run. It may be repeated after a one month absence. No other advertisements can be accepted in Members' Parade.

Helpful Hints in designing your ad: Indicate year, model and general condition of the vehicle. List any awards if applicable in AACA Class Designation such as First Junior, Senior, HPOF or DPC. Include contact information such as name, address, phone number and Email.

Ads are restricted to AACA vehicles, no kit cars or street rods. Photos will be returned if Self Addressed Stamped Envelope is included.

Ads received by the 20th of the month will run in the following month issue.

Send type written or printed ads of 25-35 words and photos to:

Jerry Clemmons
1027 Ramsgate Dr
Gastonia, NC 28056
Email: jerryclemmons@aol.com
704 214 0249

Or

Hornets Nest Region
Antique Automobile Club of America
9307-H Monroe Road
Charlotte, NC 28270
Phone 704/841-1990 M-Th 9-3
Fax 704/841-1456
Email: hornetsnestregionaaca@windstream.net



1952 Chevrolet two door sedan, Bill Garrett's Uncle purchased new, 52K miles, original interior, new tires, one repaint in 1972, new gas tank, rebuilt engine, starter & carb, have fender & door stainless trim not shown in photo. Have skirts & additional extra parts. Price \$14,000

Contact Bill Garrett 704 564 5125



2001 Lincoln LS. 54,000 miles, four door, AC, AT, V8 engine, Demo for Kings MT Ford, \$5,000 OBO

Contact Ed Carson 704-675-0116



1958 MGA. Purchased in 1981. Ran fine-Work started on car, babies were born, job required more travel, car has been alone and garaged past 35 years. Have all parts and then some. Can get clean title. Call Cindy Braddy 704-756-1941



1928 LaSalle-Dual Side mounts, leather int, 1st Junior, Senior, 1st & Sr. Grand National, Garaged, extra part & literature, contact Russ Rogers 704 589 2983



1930 Model A for sale New: Upholstery, Intake Manifold, Water pump, 2 blade Fan, Plugs, Points, Condenser, Head gasket, Rebuilt carb, Valves ground & re-seated, reset valve clearances, New Wiring, Exhaust pipe, Rebuilt generator & Cut Out, Battery, Amp meter, Water hoses, Horn. Price 16,500 Phone: Roger Tetrault 704 668 8367 Email: Louistetrault@aol.com



1969 Dodge D200 Camper Special Pickup Truck. All original and drivable.
Contact Bill Garrett 704 564 5125



1995 BMW 740i
58,000 Miles
AACA Senior, \$10,500
Contact Barron Wright 704 813 9100



1950 Ford, 4 door, flathead V8, 2/2 barrel carbs, vintage air, electric windows, three speed w/ overdrive, custom paint, lake pipes...1950s mods. Price \$34,900 OBO
Contact Blair Hovis 704 678 6748



For Sale 1962 Studebaker Golden Hawk from David Thorn Collection. AACA Senior, AT, AC, TT Axle, bucket seats. Purchased in Texas from Studebaker enthusiast who used on AACA Tours
Price Reduced \$19,000
Contact Fred Caldwell 704 718 5300

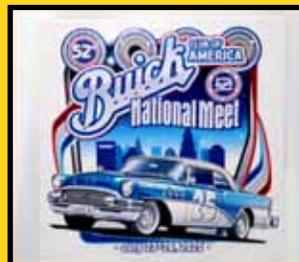
Members' Parade Traveling Camera



Dan McCrary's Guitars



Y-Tube Subscribe



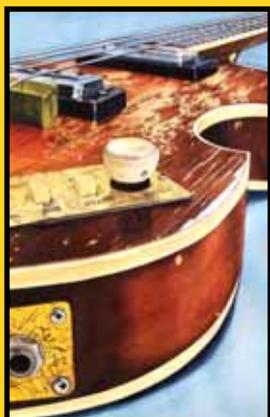
Buick Club National Meet Art

Hornets Nest Region 2026 Events

Monthly Meeting Levine Center - 1050 Devore Lane, Matthews 28105

Saturday Morning Breakfast Buffet begins at 9:30 AM

Date	HNR - AACA Events	
February 5-7	AACA National Convention – Chantilly, VA	ANTIQUE AUTOMOBILE CLUB
March 26-28	AACA Winter Nationals – Cartersville, GA	AACA
April 4	Staking Day	
April 9-11	Charlotte Autofair	AUTOFAIR
May 30th	Blue Ridge Community College Benefit Car Show	BlueRidge COMMUNITY COLLEGE
Sept 12	Antique Automobile Club of America Car Show Transportation Museum, Spencer, NC	NORTH CAROLINA TRANSPORTATION MUSEUM
Sept 13	Staking Day	
Sept 17-19	Hornets Nest Auto Fest	HORNETS NEST AUTO FEST
October 6-9	AACA Eastern Fall Meet – Hershey, PA	ANTIQUE REGION
October 23-24	Spirit of Wilkes - North Wilkesboro Speedway	SPRIT OF WILKES
TBD	Charlotte Auto Show	CHARLOTTE AUTO SHOW



Spongetone's Bass
Dan McCrary
Water Color



Muppet Movie's
1951 Studebaker
See page 24



Dwain & Linda Tucker
Accepting Laedlein
Award



Ed & Lynne D'Aloiso



1949 Buick



BCA Meet

