



The Split Rim



Volume 39 No. 1

Shenandoah Region, AACA

JAN 2026

see our website at: <https://shenandoah.aaca.com> and visit us on Facebook at: www.facebook.com/ShenandoahRegionAACA

PRESIDENT'S MESSAGE:

It's time to wrap up 2025 (no pun intended!) and the Christmas season and start looking forward to 2026. I hope everyone that attended the Christmas Party and Installation of the 2026 Officers had an enjoyable evening of fun, food, and camaraderie. Once again we had nearly a full house, and the restaurant staff did a wonderful job of getting us all served in a timely manner, keeping in mind that they were serving a party of 53 ! THANK YOU to the Donato's staff.

CONGRATULATIONS to Kevin Maloney, this year's recipient of the coveted Big Steering Wheel Award. THANK YOU Kevin for all you have done to support our club. See Tom Parker's article on page 3. For those that couldn't make it this year I hope you will be able to attend the 2026 Party. We weren't able to collect the customary 10 large HESS trucks for center pieces this year but Jim Tillery had the smaller ones that he very kindly donated so we could have enough for the tables. THANK YOU Jim. If anyone has any of the large trucks that they would like to donate for our 2026 Program we would be very grateful for the contribution.

Looking forward into 2026 my crystal ball is showing another very successful year ahead. As always, that is only possible with the help of the members, no one person can make any of our events possible on their own. THANK YOU EVERYONE for all of your help, support, and contributions and I look forward to everyone sharing their



JAN. CALENDAR CAR OF THE MONTH:
Kevin & Nicole Malony's 1969 Mercedes (see page 4)

CALENDAR

- JAN 1 - Happy New Year !
- JAN 8 - Membership Meeting, 7pm, Round Hill Church, Winchester
- JAN 15 - Board Meeting, 7pm, Round Hill Church, Winchester. All members welcome.
- **JAN 19 - MONDAY, NOON DEADLINE for FEB NEWSLETTER**
- FEB 5 - Membership Meeting, 7pm, Round Hill Church, Winchester
- FEB 5-7 - AACA Annual Convention, Chantilly, VA

talents again this year. We will start the year by moving the January membership meeting to the second Thursday, Jan. 8th, obviously due to New Year's Day falling on the first Thursday. February 5-7 brings us the AACA Annual Convention in nearby Chantilly, VA. They had a lot of positive feedback about the 2024 Convention being held in Chantilly and decided to bring it back to this area. It is close enough that if you go their website and look over the agenda you may see something that interests you enough to make a day trip over there.

As always May will give us the opportunity to present another awesome Apple Blossom Meet which will be held on Saturday the 9th this year. If you haven't been able to get your vehicle out to a show prior to this one, hopefully you will be ready to display it here. I imagine the Museum of the Shenandoah Valley will ask us to put together another wonderful show this summer if/when they have their open visitation day. That date will also be announced soon.

[continued under PRESIDENT, page 6]

HAPPY JAN. BIRTHDAYS !

03 Bonnie Catlett	16 Lee Dieter
07 Tom Rissler	18 Duane Cookson
09 Larry Hubert	22 Alain Borel
10 Dickie Wolfe	27 Jan Smith
10 Priscilla Pound	28 Van Armstrong
12 Ryan Weddle	29 Augie Heithaus
14 Judy Powell	

Jan. 8, 2026
7:00 pm

Membership Meeting

Fellowship Hall, Round Hill Church
2993 Northwestern Pike, Winchester, VA 22603

(see directions, next-to-last page of newsletter)

Meeting Hosts: Will & Joan Wood
Light Refreshments will be served



Send articles, photos & ads to: shenandoahregion@gmail.com



The Full 2026 Region Meeting Schedule is Included on Page 7 - Clip & Save or Mark Your Calendar, and Be In the Know !

REMINDER: 2026 DUES NOW PAYABLE

Your 2025 dues expired Dec. 31. Don't miss out on Region activities, newsletters, and the annual roster! Here's what to do:

- (1) Pay your AACA National dues. You can return the form that was part of the mailer for your National AACA magazine, phone AACA with credit card info at (717) 534-1910, or renew online at <https://aaca.org>. You must be a member of AACA to belong to Shenandoah Region.
- (2) Pay your Region dues (\$20) to Treasurer Bonnie Catlett. Make checks/money orders payable to: Shenandoah Region, AACA. Bonnie's address is 5601 Middle Road, Winchester, VA 22602 if you prefer to mail it in. We can verify your AACA membership online after Jan. 1. So if you haven't already paid your 2026 dues, please get around to it today ! Thanks for your support of our Club.



FEB News Deadline = NOON JAN 19

AACA ANNUAL CONVENTION 2026

The AACA Annual Convention is a combination of education, business, entertainment and celebration. There are judging schools, 30 seminars to choose from, the General Membership Meeting, a trade show, a special excursion, fun evening activities, and the big National Awards Banquet. Deadline for registration is Jan. 15 and deadline for hotel reservations at special rate is Jan. 13. See the full brochure and register online at aaca.org.



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Sunshine Report

Sunshine Chairs Dave & Sharon Lewis report sending:

- ♥ Sympathy card to Bill and Cindy Anderson in the recent passing of Bill's brother, Karl Anderson. Services are pending.
- ♥ Please remember Bill and Cindy and family in your thoughts and prayers for healing.
- ♥ As always, let's all keep in our thoughts and prayers those members who struggle daily with ongoing issues that keep them "in the shop" and not running on all cylinders.



66th Annual Christmas Party & Installation of Officers - Dec. 13, 2025

Donato's Touch of Italy was again the venue for our party, and we had a good turnout of 53. After a delicious meal, 2025 Pres. Jeff Smulovitz introduced the 2025 Officers, and thanked them for their service. Past President Peter Ford performed the official installation of 2026 Elected Officers: President, Jeff Smulovitz; Vice-President, Kevin Malony; Treasurer, Bonnie Catlett; Secretary, Linda Comontofski; Directors, Tom Parker (2024-26), Paul Ruscito (2025-27), and Jim Colville (2026-2028). Following installation of Officers, the 2024 recipient of the Big Steering Wheel Award, Tom Parker, announced the winner for 2025 (see Tom's introduction below), Kevin and Nicole Malony. Congratulations to the Malonys, on this well-deserved honor! Since the BSW trophy "travels" each year to a new recipient, 2023 winner Dan Rowzie presented 2024 winner Tom Parker with the "little" Big Steering Wheel trophy to keep as a memento of the Parkers' award. Once the official program was completed, Paul Ruscito won the 50/50 drawing, which he generously donated back to the club. Thank you, Paul! The many door prizes, including Hess trucks, bottles of wine, White House Christmas Ornaments, and 10 large poinsettias, were then distributed, and everyone bundled up to hurry home in the cold. Thanks to all who helped with the planning, setting up, and donation/bringing of prizes (and desserts)!

2025 Big Steering Wheel Winner by Tom Parker

This fall, the Big Steering Wheel Committee members locked ourselves away here at Donato's for the arduous task of determining the 2025 recipient. We ordered big meals to help sustain us for the hours of debate over who should be chosen. However, it became clear as discussions began that we might identify a winner before we even finished our lunch.

Before I announce this year's recipient, let me tell you a little bit about the award itself. Officially titled the Vernon B. Unger Big Steering Wheel Award, it is named in honor of early region member Vernon Unger and first given in 1983. Whenever talking about an old car for sale or hearing that a member got another old car, he would always ask "Does it have a big steering wheel?" Vernon steered us in the right direction and the ones named on the plaque since have tried to do the same.

The Big Steering Wheel Award is given each year at our Annual Christmas Party. Selection is made by previous recipients and is based on whom they determine continue to steer our Club in the right direction through their service and dedication to the Club and their promotion of the antique car hobby.

I was surprised to learn that this year's recipient has only been a member since 2015. I had always assumed that it was much longer because they were so involved in the club and clearly had a good relationship with the other members.

This member is quick to step up when there's a need, always volunteers to host one of the membership meetings, taking additional hosting tasks at the last minute when the scheduled host had to cancel.

I have personally observed them drive members to meetings, help others work on their cars, and even offer to cover the dues of elderly members that may not be able to attend meetings any longer due to sickness. He promotes the car hobby by bringing one of his antique cars to our shows, many of our meetings, and other community events.

He has been a long-time member of our Board, serving as an officer for the past several years and filling in for oth-

ers on the Board when they had to be absent.

He has co-chaired the Corn Roast since 2017 and is known for the popular addition of oysters to the menu. He is an integral part of our annual Apple Blossom Meet team, instituting several improvements as Parking Chair since 2018 and Field Layout Chair since 2022. Finally – and I think these items may live in his minivan permanently -- he stores all our signs, parking materials, and the sound system which he faithfully delivers to every meeting and even to the Museum of Shenandoah Valley Show on his way out of town for family vacation.



Congratulations to 2025 Vernon B. Unger Big Steering Wheel Award winners Kevin and Nicole Malony.

JAN. CAR of the MONTH:



**Kevin & Nicole Malony's
1969 Mercedes-Benz 280 SL**

by Kevin Malony

My name is Kevin Malony and my wife Nicole and I own the car pictured. It is a 1969 Mercedes 280 SL. It has been part of our family since 1999 and in our immediate family since 2014.

The 280 SL was part of the celebrated W113 series commonly known as the "Pagoda" due to its distinctive concave roof. It is much like an early T-Bird with a removable hardtop top and a retractable soft top. I used to be able to remove the top by myself but sadly those days are gone. It's too doggone heavy! Introduced in 1967, the 280 SL was the final and most powerful evolution of the W113 line, which also included the 230 SL and 250 SL.

The Mercedes Benz SL series began in the early 1950's rooted in the company's post-war racing success. Mercedes developed the 300SL (W194) as a lightweight race car for 1952, and its victories convinced the company to build a road-going version. That led to the famous 300 SL "Gullwing" (W198) in 1954, a technologically advanced sports car that brought racing engineering to their production cars. It was followed by the 190 SL (W121) made from 1955-1963.

The name "SL" comes from the German Sport Leicht, meaning "Sport Light", which reflected the original cars' lightweight construction and performance focus. Over time, the SL evolved from a pure sports car into a luxury grand touring roadster, but it has remained Mercedes-Benz's flagship two-seat sports model for more than seven decades.

By 1969, the 280 SL featured a 2.8-liter inline-six engine (M 130) producing about 170 HP, giving it smoother performance and improved torque over its predecessors. The W113 introduced a number of innovations, many related to safety such as energy-absorbing crumple zones in the front and rear, three-point seat belts, rounded and softened interior surfaces for safer impacts. The hood, trunk lid and door skins were made of aluminum to save weight, and the body structure was one of the stiffest the industry had seen to date which aided in the solid feeling of the W113. Various changes in suspension and chassis

design, as well as the addition of radial tires, a first for Mercedes-Benz, created one of the best handling cars at that time. The 280SL was a "spirited" driver thanks to the new, larger fuel-injected inline 6-cylinder engine, the final variant of which was known as the M130, a 2.8L/170 HP inline 6-cylinder engine fitted to the 280SL. It could be ordered with a manual or automatic transmission, making it a versatile driver. Its elegant design, engineering quality, and everyday usability made it especially popular in the United States. Around 13,000 280 SLs were sent to the US which was about half of the total number produced.

Production of the W113 series ended in 1971, when it was replaced by the larger and heavier R107 SL (made from 1972-1989). The car is geared in such a way that its highest gear -fourth gear is 1:1. Therefore it hits higher RPMs at highway speeds (no overdrive). Its higher torque means better acceleration but also means more engine noise and more worry for the owner when he watches a 56-year-old car try to sustain 4500 revs on the highway! When we first had the car I thought there was a transmission problem thinking it was not shifting into overdrive. Upon doing some research I found there is none.



This car also has the "California" option. It includes a small jump seat for the area behind the seats where a small person can sit sideways in that tiny space. I have never installed it and would never consider putting the kids back there for obvious safety reasons (despite spending my childhood without a seatbelt and logging many miles in the back of pickup trucks!).

There are extensive records with this car going back to the first owner. This includes the original newspaper ad my brother-in-law used when he first found the car in 1999. The (then) thirty-year-old car came from Northwest D.C. and had 98K original miles on it at the time. Larry, my brother-in-law had an extensive car collection. He was predominantly a Chrysler/Desoto guy but had an eclectic taste. He had 15 antique cars, including Cadillacs, T-Birds, a 1964 1/2 Mustang, and a 1956 Desoto Indianapolis Fireflite pace car (the list goes on). He grew up going to car club events with his father who was a Model T guy. He was a very successful architect for NVR home builders, so he had the available income and space to sustain the collection. Sadly, in 2014 he passed away as a result of a brain tumor having not been able to share any information about his cars. He was a terrific person, and he is sorely

[Continued under CAR of the MONTH, page 5]

CAR of the MONTH, CON'TD :

missed in our family.

When Larry passed, I took on the job of liquidating the vehicles for his estate. This meant I needed to find all of the information on the cars, research their value and find homes for them. It was a difficult time for us but as a result I learned a lot about all of the different cars, conditions, and values. That experience is what propelled me into the hobby. Before Larry was sick Nicole and I frequently visited Terry (Nicole's brother) and Larry at their home in Frederick, MD. We were close with them-it was a great time in our lives. Larry had generously given Nicole and me the keys to the Mercedes to take it for a drive. We had been fawning over it because it was just such a pretty car. At that time, we didn't have two nickels to rub together, so to get to experience that was a lot of fun. He also had a Jaguar (modern) he let us tool around in when we visited that was also a lot of fun. What a guy! They had a home in Florida where he kept many of the cars. When Nicole and I eloped, they let us stay there for our honeymoon. We ended up with the car.



In 2021 I was rebuilding the shift linkage and replacing the fuel pump (they don't make them anymore and they fetch a really pretty penny). I was going through the records and tried to identify the original owner. I thought maybe I could find them and ask some questions. It took some digging, but I found a few names on some very old receipts and with the help of google found some phone numbers. I called and left messages but unfortunately didn't hear anything back. "Oh well" I figured, after all it had been 52 years since the car was new. Anything could have happened during that time. Then about six months later I got a call from a woman living in Georgia. She left me a message stating that she was the original owner of the car. She had heard my message but had been away from home for a while as her home had sustained some damage from some very bad storms down there. Of course, I called back immediately, and we talked at length about her time with the car. She seemed very happy to reminisce about it.

Apparently she worked in DC in the 60's for the World Bank. She was in her 20's and was an assistant to one of the head figures at the bank. With his help she learned to trade stocks, specifically, trading in commodities. She originally was going to order it in silver because she had some success investing in silver. Then she said she had moved

to coffee. She said that she drove to the dealership with a coffee bean and told them that she wanted the car in that color. She said she had been planning a trip to Europe and decided to time her trip so that she could pick up the car from the factory and then use it for transportation while she was there. She picked up the car in Germany and after her visit there she drove on to Italy. One interesting story she relayed to me was about her time in Italy. She told me that when she was in a hotel in Rome the manager upon seeing her car insisted on keeping it hidden in a basement garage. He then gave her a loaner car while she was there. When she was leaving he insisted on escorting her out of the city as she drove away. Apparently even by 1969 the anti-German sentiment was still very high in Italy and he was afraid for the safety of her and the car. She eventually drove the car to Belgium where she had it shipped back to the US. (It dawned on me during our conversation that her twenties were very different from my twenties and everyone else I've ever known for that matter!) She kept it for twenty or so years and sold it to a co-worker. The car at that point needed some TLC. Larry did extensive work including brake rotors, calipers, lines, new interior, tune up and had it repainted. I had a new soft top put on it a few years ago. The car is better-traveled than me or my wife, has gone further and looks better (than me, anyway!)

The car just turned over 100K miles this summer when I was driving home from the market. I should have had a party for it. It runs really well and for a nearly sixty-year-old car and it handles, you know, like a sports car. These cars have become more desirable with time and I can see why. They are styled beautifully and thankfully were made with the quality that allows me to start this car after sitting for sometimes over a month. It's very reliable. My son drove it to prom this spring and we take it out for drives weekly during the summer. I drive it to work occasionally.



**Son Grant Malony before the prom.
Removable hardtop in place.**

We have been very fortunate to have the car, and we have had a lot of fun driving it. Larry used to call the car "Audrey" for Audrey Hepburn. She was a famous owner of one of these cars and like the 280SL she was a beaut!

Thank you for including our car in the calendar this year. We are fortunate to have the car and am forever grateful for the friends we've made in the Shenandoah Region AACA. Our little Mercedes is right at home here!

PRESIDENT: *[from page 1]*

There has been some discussion about the best date to schedule this year's Corn Roast and we should be able to set that date early on so we can get it on the calendar. There will be plenty of other opportunities throughout the spring, summer, and fall to get our cars, trucks, and tractors out and let the public enjoy them as much as possible.

As many of you know I have been looking for quite some time to locate a drive chain to get the REO back on the road. THANK YOU to John at Vintage Motorcar Company for finding a source that has said it ought to be available in May.

We should all look forward to another fantastic year of getting our antique vehicles out there for the people to see, keeping in mind that we as an organization have to work together and make all of our events the best possible.

Please remember to stop by the advertisers in this newsletter and Thank them for their support. And if you know of someone that might be interested in placing an advertisement with us please contact them.

THANK YOU ALL again for making our club so successful.

See you in January. - Jeff

**WEAR YOUR
NAME TAG !**



MEMBER NEWS



[Editor: here are members' submissions received since Nov 23]

FROM JIM COLVILLE:

TRANSON CRUISE-IN OCT 11

As the end of the car show season drew near, the Country Roads Car Club did one final car show for the year. On Saturday morning, October 11th, about sixty cars gathered at the Roy Rogers in Ranson, West Virginia for this last show. There was a nice assortment of interesting Fords, Mopars and Chevys. But not a single Buick, Olds, Pontiac, or Mercury.

I don't think I've seen before.



The blue with blue interior '64 Galaxie XL was one of my favorites. The burnt orange metallic Challenger T/A is one

The '56 T-bird drew several admirers. The Max Wedge silver '64 Plymouth was close to flawless, and is a regular at the club's shows. The '41 Chevy had a light patina. The '53 Ford Crestline Victoria was solid basic black rather than the more commonly seen two-tone on the hardtop body style.

B5 Blue always looks amazing on a '70 Road Runner. The one odd ball of the bunch, that wasn't Ford, Chevy, or Mopar, was a 1948 Nash Ambassador. But then, Nash could be considered an adopted stepchild of the Mopar family.

[More MEMBER NEWS, page 8]

2026 Meeting Schedule for the Shenandoah Region AACA

(Eff. 11/21/25)

Month	Membership Meetings			Board Meetings	Other Key Events
	Round Hill Church, Winc	Alternate Location	Antique Car Shelter	Round Hill Church, Winc	
JAN	Jan 8 7pm			Jan 15 7pm	
FEB	Feb 5 7pm			Feb 19 7pm	
MAR	Mar 5 7pm			Mar 19 7pm	
APR	Apr 9 7pm	Membership Date Chg Due to Church Services		Apr 16 7pm	
MAY	May 7 7pm			May 21 7pm	May 9 7am-4pm Annual Apple Blossom Meet
JUNE			Jun 4 7pm Auction Night	Jun 18 7pm	
JULY			Jul 2 7pm Potluck	Jul 16 7pm	TBD 10am - 3pm Museum of the Shenandoah Valley Car Show
AUG			Aug 6 7pm Potluck	Aug 20 7pm	TBD 1pm-3pm Annual Corn Roast
SEPT			Sep 3 7pm Potluck	Sep 17 7pm	TBD Poor Man's Tour Hosted by Queen City Region
OCT	Oct 1 7pm			Oct 15 7pm	
NOV	Nov 5 7pm Election Night			Nov 19 7pm	
DEC	Dec 3 7pm Cookie Exchange			none	TBD 5:30-8:30 pm Christmas Party & Officer Installation

Also Please Note --

Fun Runs will be announced at Membership Meetings, via email, and in Newsletter

MEMBER NEWS: *[from page 6]***FROM JIM COLVILLE:****ROCKVILLE, MD - OCT 2025**

The third weekend of October is the big antique car show at historic Glenview Mansion at the Rockville Civic Center in Rockville, MD. Six hundred cars pre-registered for Rockville. The show is for "stock" antique cars, much like the AACA car show at Hershey, but seems to draw a larger variety of European antiques than Hershey.



The blue Citroën 2CV was one of several 2CVs. I had never seen a Visa II Chrono like the white rally car, but it looked a lot like an old VW Rabbit to me. There's always an interesting menagerie of VWs at Rockville, including the camper shown as well as other VW buses.

One unusual Italian car in the show was the little red Innocenti 950 Spyder. These little cars were basically rebodied Austin Healey Sprites and were made from 1960 to 1966.



The 1980's Rover 3500 SD1 was expected to be a hit with yuppies when it was introduced to the American market in 1980. But it never caught on here, and imports were ceased after just 1300 were sold in the US. The blue coupe with the hood hinged at the front is a Marcos GT.



Alfa Romeos were well represented at Rockville. Most were Spyders, but there were a couple of the late '50s/early '60s Giulietta Spyders like this white one.



Buicks occupy more than half of the row, stretching the length of the field,

that they share with Oldsmobile. But among the many Buicks, the only muscle car was the Skylark GS convertible.



Cadillacs were another marque that showed up in large numbers. Personally, I thought the dark red '62 Series 62 convertible was the best looking Cadillacs at the show. Of the Ford pickups in the show, the green '54 was the nicest by far. The 1955 Dodge Custom Royal Lancer could be ordered in three colors. On one car. In this case, member Gary Wigfield's, it was white, black and red.



[More MEMBER NEWS, page 11]



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NOTE: Timothy Price (see ad above) says for antique cars, if you supply the oil and filter, he will change your oil and lubricate the chassis for \$40. Mention this ad.

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MEMBER NEWS: *[from page 8]* ROCKVILLE, CONT'D :



One of my favorite cars in the show was the frost blue 1968 Plymouth Barracuda Formula S 340. A rare option available only on the '67 and '68 Imperial Crown Coupe, was the Mobile Director Package. This would allow the passenger seat to be turned around to face the back seat, and a center console that opens out to make a table. The idea was for a secretary to take dictation from her boss in the back seat as a chauffeur drove. But the option was more often associated with an intimate interlude.



A long row of Packards is a familiar

sight among those who attend this show every year. Among the Packards in the show, was a 1940 Packard Super Eight Convertible Sedan.



Technically not a Cadillac, the pretty red convertible coupe is a 1937 LaSalle. But it was parked with the Cadillacs and a Google image search mis-identifies it as a '37 Cadillac. The long row of Mercedes stretched the length of the show field. Many were from the '70s and newer. But I was more drawn to the many from the late '50s and '60s. The Mercedes 220S Heckflosse (German for Fin Tail) was a common sight the world over back in the '60s,



The only Hudson I spotted in the show was the green 1952 Hudson Hornet. Rockville never has had a large showing of Chevrolets, other than Corvettes. I'm thinking it must be because of the requirement that the cars be "stock" rather than modified to be in the show. But this year there were only 2 or 3 Chevilles, and a similar number of Camaros, like the blue '69 RS/SS with the white vinyl top and stripes.



There seemed to be fewer Pontiacs this year than last. Perhaps most noticeable was that there were no Pontiacs from the '50s or earlier this time. Among the Pontiacs, the '64 Grand Prix was my favorite. There's never a shortage of Mustangs at Rockville. Of the '68 Shelby Mustangs, I would pick the red convertible.



Unlike the AACA Hershey Meet, there is just one trophy to be won at Rockville. It's the "Mayor and Council Award" presented to a single outstanding vehicle chosen by the mayor and city. The winner of this year's Award was a black 1957 Corvette.





MARKETPLACE



FOR SALE: (REDUCED PRICE) 1962 Biscayne 2-door post car, many extra parts, 6 cyl car but have extra 283 or 327 motors 3speed trans. \$1,500. Call Bo Weddle, 540-323-2858

FOR SALE: 1957 Ford Thunderbird. Triple white. Body off frame restoration. 50k miles. 312 V8 automatic. Beautiful condition. Please call or text Dave Lewis at 540-247-3584

FOR SALE: AMC/Rambler 198 c.i. Inline six cylinder block. Brand new in orig. labeled wooden crate and packaging. Never used. Stored inside temp controlled garage. Add'l info, photos, & pricing/shipping details, contact Mark Dinsmore, markshotrodgarage@gmail.com.

FOR SALE: 1927 Buick model 27-48 Master 4-passenger coupe. 4500.00 For more information call Michael Witt 540-303-1028

FOR SALE: (REDUCED PRICE) 1958 MGA 1500 Coupe, red with black leather interior with red piping. Four cylinder, 4 speed, twin carbure-

tors, 64,960 miles, all accessories work, wire wheels. Includes original owner's manual, tools, jack and brass mallet. #3 car. Price \$16,000. Recently professional-appraised with documentation. Club member has owned the car 40+ years. Call or text Joyce, 540-336-1020

FOR SALE: 1978 BMW R100/7 motorcycle 32K original miles. Asking \$4500. Karl Ettinger 540-877-8808 or 304-267-4162

FOR SALE: 2004 Mini Cooper S, modeled after the Mini that won the Monte Carlo race. 92K miles. \$16,000. Jan O'Dell 540-660-5422

FOR SALE: (UPDATED) Hundreds of petroliana items for sale. Complete your oil can collection. Prices vary from \$5.00 to \$100.00's of dollars, lots of rare items. Model T and Model A Ford scripted wrenches. Eric Kirk 540 667 4483 or email ek52hudson@yahoo.com.

FOR SALE: 1957 Continental 2 owner, 67,000 miles. I am seriously thinking of selling it. Give

me a call, come take a drive, make an offer. Bob Engle 540 247 8634.

FOR SALE: 1958 Chevrolet 2-Door sedan, 216 engine, three-on-the-tree, new exhaust, original paint and interior. Runs well. Jim Stup (540) 465-5066

FOR SALE: 1929 Ford Model A Roadster Pickup, black, 2.3 Ford, 5 SDD, Winters QC, new top, S/S bows, S/W gauges, runs great! Only 2500 miles since build. \$30K or best offer. Ben Dyer 540-550-7073

IMAGINE YOUR AD HERE

Send newsletter ads to:
shenandoahregion@gmail.com

FEBRUARY NEWS DEADLINE: NOON JANUARY 19



From Facebook - 'Car Memes & Jokes' Page

Driving Directions to Round Hill Church

2993 Northwestern Pike,
Winchester, VA 22603

Starting just west of Winchester Medical Center, from the intersection of Route 37 and Route 50:

- Drive west on Route 50 (Northwestern Pike) for approximately 2 miles.
- Shortly after crossing Nat'l Lutheran Boulevard, turn left on Route 654 (Poorhouse Road). There is a used car lot on the left as a landmark.
- At 0.2 miles, turn right onto Route 803 (Round Hill Road). Winchester Independent School across the road is a landmark at this intersection.
- At 0.3 miles, turn right at the Church rear driveway (Trinity Lane) and uphill into the parking lot. There is a sign at the driveway entrance.

Fellowship Hall entry is at the bottom level, rear of the Church, off the parking lot.

If you miss the Church rear driveway:

- Continue on Route 803 until it curves uphill and meets Route 50.
- Turn right onto Route 50, driving east.
- At 0.5 miles, turn right directly into the front driveway of the Church.

Proceed left around the building to the rear parking lot.

SHENANDOAH REGION, AACA -- EXECUTIVE OFFICERS 2026

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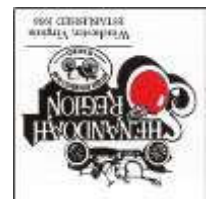
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