

57th annual

RICHMOND REGION



RICHMOND COLLECTOR CAR SHOW



Special Feature:

Racing Through Time

St. Joseph's Villa

Richmond, Va

Saturday, June 13, 2026

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2026 Richmond Collector Car Show and Swap Meet

Schedule of Events

8:00am	General Admission Gate opens/Swap Meet opens
8:00am	Coffee and Pastries available at Food Court
9:00-10:00am	Youth Judging Program
10:00am	Opening Ceremonies, with National Anthem Performed by Stacie Brown
10:15-1:00pm	Judging of Show Vehicles
10:15-2:00 pm	“Racing Through Time” cars on display
10:15-2:00 pm	Jaguar Concours
10:30-1:00pm	Antique Car rides
11:00-11:30	Walking Tour of St. Joseph’s Villa (starts in Chapel)
11:00-12:00pm	Robotics Demonstration
12:00-1:00pm	Youth Judging Program
1:00-1:40 pm	“Racing Through Time” Presentation
2:00pm	Awards Presentation
3:00pm	Conclusion of the 57th Annual Show



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From the Show Chairman

Welcome to our 57th Annual Richmond Region AACA Car Show and Swap Meet. We hope you and your family enjoy our show on the beautiful campus of St. Joseph's Villa.

Continuing our tradition of highlighting a special class of vehicles, this year's feature is "Racing Through Time". This feature highlights automobiles and motorcycles from the early days of racing to more recent times.



Joe Guckert

Another feature is a sanctioned Jaguar Concours, in which some of the best Jaguars from as far away as Michigan will be attending!

Along with these features, there is plenty to see and experience today. You can see all types of remarkable vehicles as you stroll through the Judged Car Classes and the Cruise-in Area. All types of car parts and memorabilia can be found in the Swap Meet area.

Come by the large tent where you can learn more about our Club and hop into an antique car for a ride around the Villa.

Complimentary ice-cold water is available at several locations – at the Main Tent and at the Cruise-In Registration Tent. Over at the pavilion there is plenty of seating to enjoy food from the food trucks. Air-conditioned trailer restrooms are located by the food pavilion and in the swap meet area.

While you are here, we hope you will learn about the St. Joseph's impact on our community. All of the General Admissions gate proceeds are donated to the Villa. Over the last seven years, this Show has raised almost \$100,000 for the Villa.

Thank you for joining us today! -Joe

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ST. JOSEPH'S VILLA

Welcome to St. Joseph's Villa. Many people do not know, but we are one of the longest continuously serving nonprofits for children in the United States, founded in 1834, in downtown Richmond.

I hope that as you enjoy the car show here today, you will also enjoy our campus. It has served as a refuge as well as an educational and therapeutic resource for vulnerable children since opening at this location in 1931—it is a community treasure we are proud to share with you!



Jenny Friar, CEO

We are so grateful to the Richmond Collector Car Show for supporting the children and families of St. Joseph's Villa. This year our programs will impact more than 3,000 individuals across Central Virginia who face homelessness, mental and behavioral challenges, autism, and specialized education needs. Your presence here today supports them on their path to heal, learn, and grow.

The Villa offers several integrated, trauma-informed programs to help children, youth, and adults gain stability, engage with their communities, and reach their goals. Every day, as we work with these individuals, we remain committed to our motto to never stop believing in children and their families. I invite you to learn more about the Villa's work at

www.NeverStopBelieving.org

Thank you for being here, and enjoy your day!

Sincerely,

A handwritten signature in black ink that reads "Jenny Friar". The signature is fluid and cursive, with a large loop at the end.

CEO, St. Joseph's Villa

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ST. JOSEPH'S VILLA

All About Children and their Families

Today the Richmond Region AACA welcomes you to the beautiful 82 acre campus of St. Joseph's Villa. Steeped in Richmond history, St. Joseph's Villa is one of Virginia's largest nonprofit organizations serving the needs of children and their families. Their mission is to provide special needs children and their families the opportunity to succeed in life through effective and innovative programs in developmental disabilities, mental illness, education and homeless. The Richmond Collector Car Show and Swap Meet is proud to be a supporter of their community services.

What's New in 2026

The Villa is constantly evolving to meet the greatest needs of the community. Opened in late 2025, the Flagler Housing Success Center at St. Joseph's Villa serves as a regional hub dedicated to ending homelessness in the Richmond region. Housed in a renovated historic 1931 cottage, the facility provides a unified system of care that integrates rapid re-housing, mental health services, and comprehensive wraparound supports. To ease the transition into permanent housing, the Center co-locates critical resources including a computer work center for job searching, a community kitchen for life-skills training, and a Welcome Home Room stocked with household essentials. These amenities ensure that participants are fully equipped to build a fresh start. Through on-site career development, financial literacy education, and compassionate guidance, participants are able to move efficiently from crisis to long-term stability.

How You Can Help... Begin at <http://www.neverstopbelieving.org>

The Villa is pleased to offer a wide range of individual and group volunteer opportunities. In-kind donations are also an important part of the basic needs services provided by them. To learn more about the possibilities for you to make a direct impact on the lives of our children and families, please contact our Director of Community Engagement, Mary Rousis, at 804-553-3211 or email at mrousis@sjvmail.net.



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Meet the Proud Host of Today's Show



Richmond Region Antique Automobile Club of America

The Richmond Region Antique Car Club of America is a vibrant organization with activities for all interests. From monthly meetings and technical workshops to social events including our annual 4th of July Picnic, Ice Cream Social, Steak Fry, and Chili Cook-off. From national to state-wide trips and local tours, to our annual Collector Car Show at St. Joseph's Villa -- there is something for everyone to maximize the enjoyment of your vehicle.

We publish a bi-monthly newsletter featuring member vehicles, upcoming events, recent event reports and technical articles. While we are a Club dedicated to vehicles 25 years and older, we have members who own future collectible vehicles. Our members' collections represent manufacturers from all around the world.

We invite visitors to attend a Richmond Region Monthly Meeting, held at the Belmont Recreation Center, 1600 Hillard Road, Richmond, VA 23238 at 7:00 PM. Visit our website at www.RichmondAACA.com for a schedule of meetings and events.

Discounted Membership Available at the Car Show Today

While at the show today, visit our Club Tent to sign up or answer any questions you may have. We are offering a car show special today at reduced membership dues. New members can join both Richmond Region and AACA Clubs for the half year price of \$40.00, June-December. More information about events, membership and other opportunities are on our website at www.RichmondAACA.com.

Join Us!

The best part of the classic car hobby is the people and the events. "Our Year in Review" reminds us of what a great time we have in this Club! We hope you will join us today and begin your journey in the Richmond Region Antique Car Club of America!

Visit our website at www.RichmondAACA.com!





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Today's Family-Fun Activities

Our Car Show isn't just a stroll down memory lane—it's a pit stop for fun, laughter, and a little engine-revving magic. With activities that spark the joy of collector cars for kids and adults, it's a full-family road trip without ever leaving Richmond.

Complimentary Antique Car Rides

The ever-popular Antique Car Rides around the Villa kicks off at 10:30 am, offering fun for the whole family. Complimentary rides will be available until 1:00 pm near the Main Tent and Grandstand seating.



Walking Tour of St. Joseph's Villa

St. Joseph's Villa was established at this location in 1931, and has served the community in a variety of meaningful ways. Join Team leaders from the Villa for a walking tour of the campus and learn all it has done and continues to do for those in need. The tour begins in the historic Chapel at 11:00. Tour should last approximately thirty minutes.

Complimentary Youth Judging Program

Is there a budding gearhead in the family? If so, make sure to check out the free Youth Judging Program! At 9am and 12pm, kids between 6-14 will have the chance to be collector car judges for a very special group of vehicles. They'll get to meet the owners, learn fun facts about the cars, fill out scorecards, and even help hand out prizes. The program is free. Participants just need to sign up at the Youth Judging table adjacent to the main entrance.

Robotics Demonstration:

Catch an exciting robotics demonstration next to the Youth Judging area at 11:00 am, presented by Mav Mechanics, the Douglas Freeman High School FIRST Robotics Competition Team from Henrico, Virginia.

Racing Through Time: History and Legacy of the Sport

Motorsports is a thrilling sport that's been captivating fans for over a century, filled with engineering innovations, legendary rivalries, and unforgettable moments. This afternoon at 1:00 pm, head to the Main Tent and Grandstand seating to hear captivating stories from the world of motorcycle and automotive racing.





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The Judging Process

Welcome to today's car show, which is sponsored by the Richmond Region Antique Automobile Club of America (AACA). There are over a hundred and twenty-five cars being judged today. Some have been meticulously restored, while others have been lovingly preserved. Some have been upgraded with modern technology, and others have gone old-school hot-rod. Our judges will judge each car fairly and equally, based on its class. They will determine the top cars in each class, and ultimately the Best in Show stock and Best in Show custom cars.

Today's judges are volunteers who are donating their time to recognize the hard work and dedication that you have put into restoring and preserving your collector vehicle. The judging teams follow criteria established by the Antique Automobile Club of America. Awards are presented to selected recipients based on the evaluation of your vehicle by the teams.

Meet Our Chief Judge

Chad Quella has spent decades organizing and running classic car events. In 2024, he led the American Motors Owners Association convention in Petersburg, VA, a four-day extravaganza for hundreds of people who attended from across the country, raising thousands of dollars for tri-cities charities.

Ever since he was a teenager, Chad has served in various offices for local and national Rambler/AMC/Jeep clubs, assisting with the leadership of events large and small. He's a strong believer in the importance of classic car clubs and recognition of cars that stand out for the exceptional workmanship, authenticity, creativity, rarity, and character they embody.



Chad Quella - Chief Judge

Chad has restored several cars, including his AMC Spirit GT he's owned for over 25 years, and his AMC Concord Sundancer currently underway.

Chad is committed to making today's judging process a rewarding experience for all. He looks forward to seeing you on the show field.

Enjoy the day!



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Timeline for Show-Car Owners

Thank you for having your vehicle judged in the 57th Annual Richmond Collector Car Show. During the awards ceremony, first-place winners will be invited to drive up as the announcer provides details about each vehicle. All other award winners will be asked to walk up to receive their well-deserved recognition.

The process to make this award ceremony possible is different from previous years, so whether you are a returning participant, or are new this year, please take a moment and review the information below.

- The judges will judge each vehicle between 10:15 and 12:30.
- It is preferable that you are present when your car is being judged.
- First-place winners of each class will be notified by 1:30 with a ribbon on their car. All owners are asked to check their car frequently. (NOTE: If you did not receive a ribbon, you may still be eligible for a walk-up award.)
- If you received a ribbon, please remain with your car at 1:30.
- Winners will move their vehicles from the show field to the staging area, as shown in the map on page 31, marked lot #23. This can be done without leaving the St. Joseph's Villa property, and there will be volunteers in fluorescent vests to guide you. Please plan to arrive at this staging area between 1:30 and 1:45.
- There will be water and shade available for winning vehicle owners.
- The awards presentation will begin at 2:00. Staged vehicles will be escorted by a golf cart to the awards area at the appropriate time.
- After winners receive their awards, they are encouraged to park their vehicle in a specially designated area so spectators can see the winning cars together.
- We will use the telephone number you provided when you registered if we need to reach you. Please be sure to keep your phone with you, volume turned up, and answer all calls during this period, even if you do not recognize the phone number.

Please contact us if you have questions about any of this, just ask any of the volunteers in fluorescent vests the day of the show. Thank you again for participating and best wishes that we will see you and your vehicle in the awards ceremony!

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The History of Auto Racing: An American Perspective

Auto racing in America is woven into the fabric of the nation's love for speed, innovation, and competition. While Europeans organized the first formal events, Americans quickly embraced the sport, turning it into a distinctly homegrown spectacle that blended raw horsepower, engineering grit, and massive public entertainment.

The automobile's racing story began modestly in the United States on Thanksgiving Day 1895, when the Chicago Times-Herald sponsored America's first automobile race. In snowy, muddy conditions, only six of eleven starters finished the 54-mile round trip from Chicago to Evanston. J. Frank Duryea drove his gasoline-powered car to victory at an average speed of about 7 mph, beating out mostly imported European machines. This plucky event proved that American ingenuity could compete with the Old World.



Henry Ford, a former chief engineer at Edison's company, understood racing's marketing power better than most. In 1901, he personally drove his handmade "Sweepstakes" racer to an upset victory over Alexander Winton at Grosse Pointe, Michigan. That win helped attract investors and launch his automotive career. Ford later built the legendary 999 racer, which Barney Oldfield piloted to fame, helping establish the "Win on Sunday, Sell on Monday" mantra that still drives American motorsports today.



Another racing pioneer, Louis Chevrolet, also played a crucial role in shaping American automotive history. A Swiss-born mechanic and daring driver, Chevrolet competed in the early 1900s, winning major events such as the Cobe Cup and racing at the Indianapolis 500. His skill and charisma caught the attention of Billy Durant. In 1911, the two men co-founded the Chevrolet Motor Car Company. His racing pedigree gave the



(Continued on page 23)



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History of Auto Racing (continued from page 21)

brand instant performance credibility. The famous “Bowtie” emblem soon became synonymous with powerful, affordable American performance — a direct link from the racetrack to the street that still resonates today.

By the early 1900s, American racing was booming. The Vanderbilt Cup races, held on Long Island starting in 1904, drew huge crowds and international competitors. In 1911, the first Indianapolis 500 was run at the newly opened Indianapolis Motor Speedway. Ray Harroun won the 500-mile race in his Marmon Wasp, averaging 74.6 mph while using a rearview mirror of his own design. The “Brickyard” quickly became America’s most iconic racetrack and remains a cornerstone of open-wheel racing.



The interwar years and post-WWII era saw American racing diverge from Europe’s road courses. In the South, stock car racing—born from moonshiners outrunning law enforcement—exploded in popularity. Bill France Sr. founded NASCAR in 1948, creating a uniquely American series built around modified production cars. Drivers like Richard Petty, Dale Earnhardt, and Jeff Gordon became household names, turning NASCAR into a multibillion-dollar industry.



Meanwhile, open-wheel racing thrived through the American Automobile Association (AAA) and later USAC. The Indianapolis 500 grew into the crown jewel of the IndyCar Series, attracting global talent while maintaining a strong American identity. Drag racing also emerged as a pure American creation, with the National Hot Rod Association (NHRA) organizing quarter-mile sprints that showcased raw acceleration and colorful personalities.



American manufacturers poured resources into proving their machines on the track. Ford’s legendary GT40 program defeated Ferrari at Le Mans in the 1960s, while Chevrolet, Dodge, and Plymouth dominated NASCAR and drag strips. Visionary founders like Louis Chevrolet, who was a racer before co-founding his namesake brand, helped embed racing DNA into American automotive culture.

(Continued on page 25)



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History of Auto Racing (continued from page 23)



Today, American auto racing remains vibrant and diverse. IndyCar delivers high-speed oval and road course action, NASCAR brings fender-to-fender excitement to massive stadiums, and Formula Drift showcases precision and style. Even as Formula 1 gains popularity in

the U.S., American fans remain fiercely loyal to the homegrown series that emphasize accessibility, big crashes, and larger-than-life stars.

From dusty Midwest roads in 1895 to packed superspeedways and purpose-built circuits today, American auto racing reflects the nation's spirit: bold, innovative, and unapologetically fast. More than a century later, the roar of American engines continues to thrill millions and push automotive technology to new limits.



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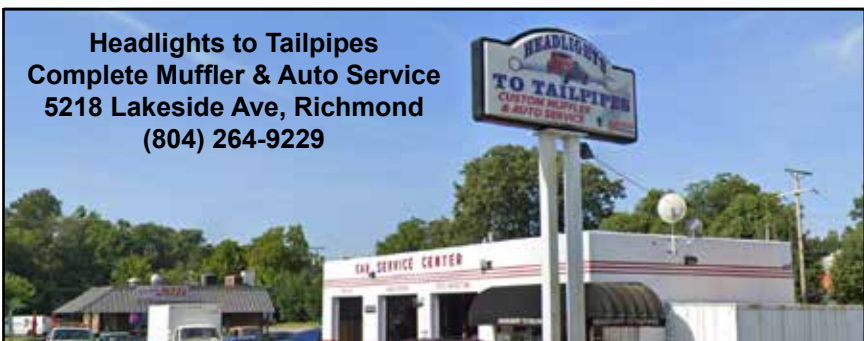
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Racing Through Time with NASCAR Legends



Bill France, Sr.

Founded in 1948 by Bill France Sr., the National Association for Stock Car Auto Racing (NASCAR) has evolved into a premier motorsport organization with millions of fans. Today, you will have the opportunity to view cars associated with NASCAR legends Richard Petty, Junie Donlavey, and father-and-son drivers Ray and Roy Hendrick.

Origins of NASCAR

Back in the Prohibition era, people made money by producing and selling illegal alcohol. Drivers played a key role in this underground supply chain. They honed their physical skills, mental sharpness, and strategic thinking behind the wheel of modified cars, smuggling booze and outrunning law enforcement.

With these skills and their modified cars, drivers began racing each other on the oval dirt tracks of the South and at Daytona Beach to see who had the fastest car and the sharpest driving skills. By the late 1940s, these races were held for both pride and prize money, attracting thousands of spectators and some unscrupulous promoters. Race competitor and businessman William “Bill” France Sr. saw the need to properly promote and regulate this style of racing and founded the National Association for Stock Car Auto Racing on February 21, 1948. Since then, NASCAR has taken the lead in organizing and promoting races, providing drivers with a safe environment, and becoming the world’s largest governing body for stock car racing.

Richard Petty’s Superbird and “Clyde”

On the show field today, we’re thrilled to have one of NASCAR’s most iconic legends: Richard Petty’s Plymouth Superbird, accompanied by the Petty car hauler affectionately called “Clyde.” This is one of the four Superbird race cars built by Plymouth for the 1970 NASCAR season and only one of three Petty Superbirds in existence.

(Continued on page 29)



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Racing with NASCAR Legends (continued from page 27)

“Clyde” is a 60-year-old state-of-the-art race car hauler that was built by Dodge and given to Petty Enterprises. It was nicknamed “Clyde” by the Petty’s.



Richard Petty, known as “The King,” is NASCAR’s most successful driver, with 200 Cup Series wins, seven championships, and a legacy that shaped stock-car racing. A second-generation NASCAR driver, Petty competed from 1958 to 1992, most notably

driving the No. 43 Plymouth/Pontiac for Petty Enterprises.

Mr. Petty was inducted into the inaugural class of the NASCAR Hall of Fame in 2010. Today at age 89, Mr. Petty is still an active and prominent figure in the sport through his public appearances, charitable work with the Petty Family Foundation and his involvement with Victory Junction. Built by the Petty family to honor the life and legacy of Adam Petty, Victory Junction is a camp for children with serious illnesses.



Ray Hendrick’s Pontiac Firebird and Roy Hendrick’s Flying 11 Modified Coupe

Today, we’re excited to have vehicles on the show field associated with father and son racing legends Ray and Roy Hendrick. The 1988 Pontiac Firebird was one of the last cars raced by Ray Hendrick. The 1937 red Flying 11 modified coupe is a replica of Ray’s famous race car that Roy built as a tribute to his father. The Hendrick name is closely connected to Richmond and NASCAR history, with two generations of local Richmond racing legends leaving their mark on the sport.

Ray Hendrick, known as “Mr. Modified,” enjoyed a distinguished 36-year career in motorsports, securing over 700 victories in the modified and late model sportsman classes. Racers knew that if Ray Hendrick and his famous Flying 11 car showed up, then that was the guy to beat. Ray is 1st on the all-time winners list of Martinsville Speedway with 20 wins between 1963 and 1975. Mr. Hendrick passed away in September 1990. He was posthumously inducted into the International Motorsports Hall of Fame in 2007 and the NASCAR Hall of Fame in 2026.



(Continued on page 31)

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Racing with NASCAR Legends (continued from page 29)

Roy Hendrick followed in his father's footsteps starting in 1969. He was a very talented and beloved racer in the Late Model Stock Car Division, driving the infamous Flying 11, which graced the side of his car in honor of his father. Roy won his first championship at Southside Speedway in 1972, famously called "The Toughest Short Track in the South." He dominated the 1991 season there, winning 24 of 27 races, and claimed three consecutive NASCAR Late Model Stock Car titles from 1989 to 1991.

A successful businessman, Hendrick owned an auto repair and muffler shop for decades. Mr. Hendrick was admired as a skilled racer, but even more so as a remarkable person and friend. He passed away in August 2024.



Junie Donlavey's 1964 Ford Fairlane and 1994 Ford Thunderbird

We are proud to present on the show field today two Fords that are associated with Richmond native and NASCAR legend Junie Donlavey. The Ford Fairlane was built by Donlavey in 1967 for Sonny Hutchins to race in NASCAR's Late Model Sportsman Series. Hutchins won the 1968 Southside Speedway Championship and 1969 Virginia Late Model Sportsman State Championship with this car. The 1994 Ford

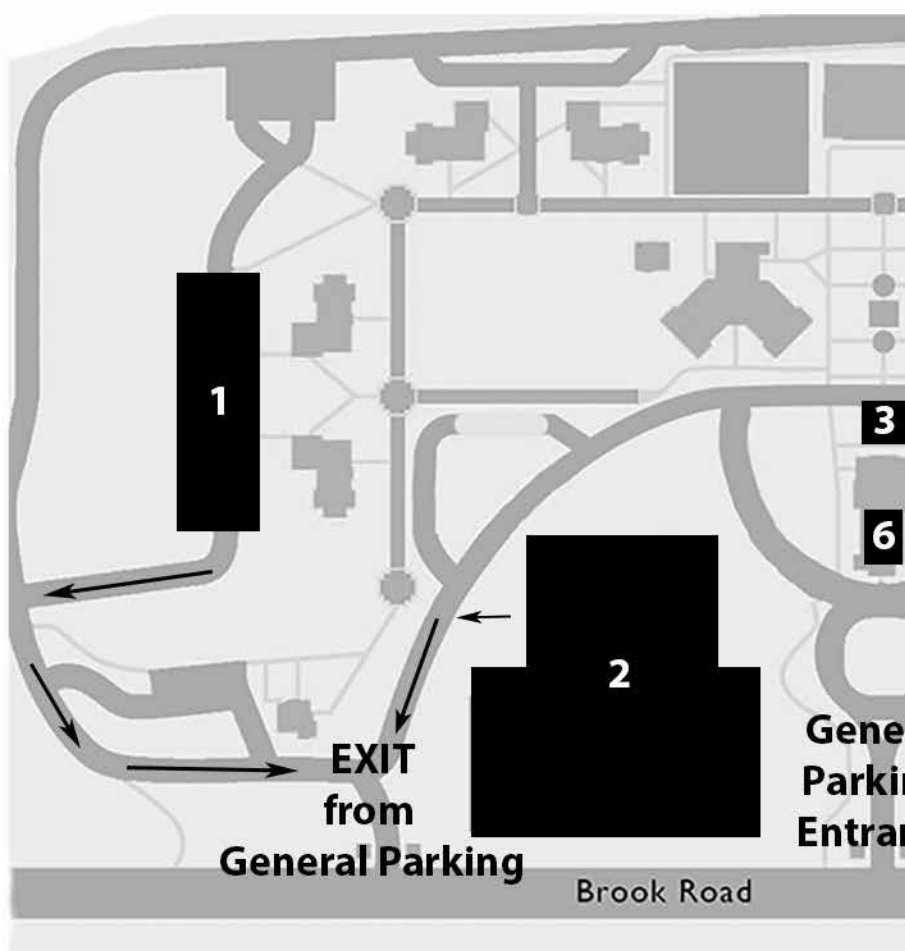


Thunderbird is a NASCAR Cup Series race car campaigned by Donlavey Racing at Daytona and Talladega Speedways and remains in its original condition as last raced.

Junie Donlavey is remembered for his

enduring influence on drivers, teams, and NASCAR culture. He owned the Swansboro Motor Company, better known as Donlavey Racing, from the 1950s to 2004. He was famous for giving opportunities to both experienced and rising drivers. Over the years, he watched over 70 different drivers qualify and race for his team. At least 14 of those drivers earned a spot among the 50 greatest drivers in NASCAR. Mr. Donlavey was inducted into the International Motorsports Hall of Fame in 2007. He passed away at age 90 on June 9, 2014.

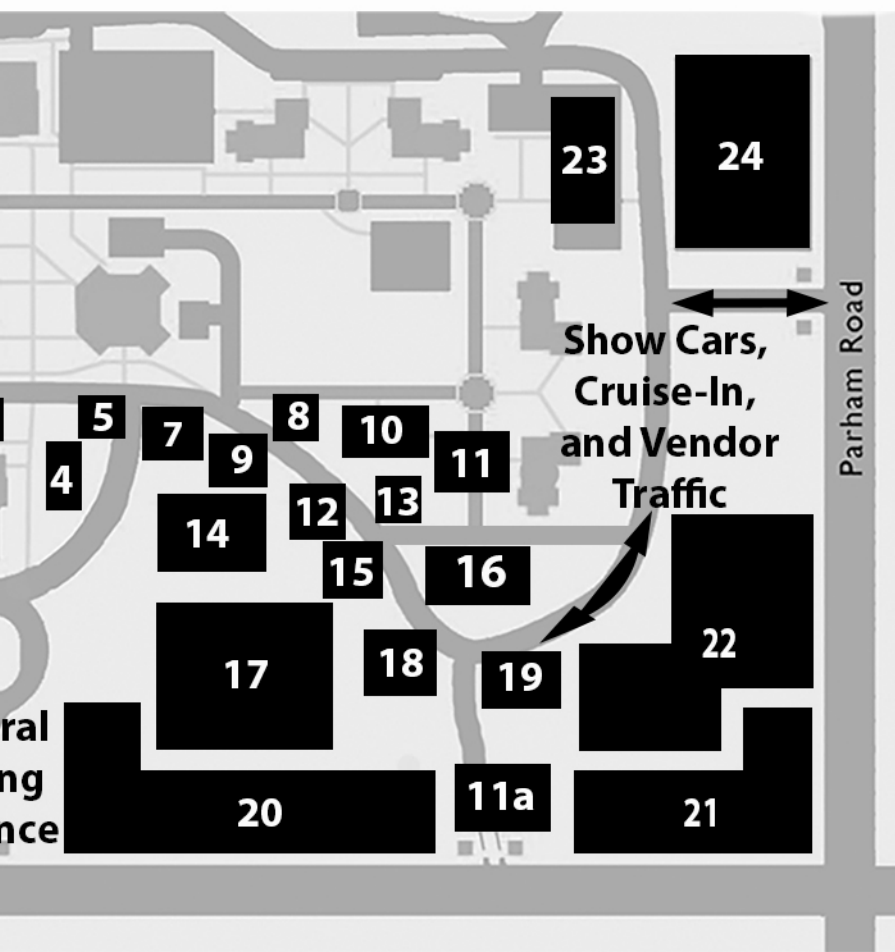




LEGEND

1. General Parking - Lot A
2. General Parking - Lot B
3. General Admissions Gate
4. Jaguar Display - Nationally Sanctioned Concours
5. Youth Judging Program
6. Chapel - Walking tour begins here at 11:00am
7. Speedy's Garage
8. Cars for Sale
9. Show Grounds Entrance Road
10. Food Court
- 11 and 11a. Restrooms
12. Antique Car Rides

Map



- 13. Grandstand Seating
- 14. Featured Cars - Racing Through Time!
- 15. Main Tent - Announcements, Special Programs and Awards
- 16. Judged Show Car Check-in
- 17. Judged Show Cars
- 18. The Purple Heart Truck & Marine Corps League Honor Guard Team
- 19. Show Car and Cruise-In Registration
- 20. Swap Meet Area
- 21. Swap Meet Area
- 22. Cruise-In Display Area
- 23. Staging Area for Awards Parade
- 24. Trailer Parking

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The Ferrari Challenge

In 1993 Ferrari introduced their own single marque racing series called “Ferrari Challenge”. Though it’s gone through some minor name changes over the years, the concept has remained the same – gentleman racers racing for the sheer sport of it. In the beginning, its intent was also to harken back to the glory days of racing when one could drive their car to the track, race it, and – if all went well – drive it home.

The first cars to participate were the Ferrari 348 models. In those days, the owner/driver could buy a factory stock car off the showroom floor, have a “Challenge Kit” installed by your friendly Ferrari dealership (which included racing bucket seats and harnesses, roll cage, emergency power shut-off, fire suppression system, stiffer suspension, and racing wheels/tires), attend a couple of racing schools, and go racing.

In 1995 the new F355 (like the yellow one seen here today) was added to the lineup and was similarly prepared by the local Ferrari dealership. Beginning in 1996, the F355 Challenge cars were built at the factory as racing cars, though with some of the kit parts still to be installed by the dealerships. Subsequent racing models include the 360 Modena, F430, 458, 488, and 296. Beginning with the F430, the cars were delivered with no VIN, so they could not be used on the street.



When their racing days come to an end, these Challenge cars live on

as high performance track cars. Some remain close to their racing configuration (as with the yellow F355 above), while others become much more highly modified. This red F355 is just such an example. They are excellent driving platforms for hobby track driving or race driver training.





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Drag Racing

The history of drag racing traces back to informal high-speed challenges among hot rodders in the United States, evolving into one of the most popular forms

of motorsport worldwide.

Factory drag cars emerged in the early 1960s when Detroit's "Big Three" bypassed the AMA's racing ban to compete for showroom dominance. Ford's factory lightweight Galaxie program, primarily featuring the 1963 1/2 and 1964 models, was built to dominate NHRA Super Stock drag racing. Shaving roughly 400 to 450 lbs off the standard full-size curb weight, these drag legends remain highly coveted pieces of Blue Oval muscle car and two examples can be seen at today's show!

Super Pro and Top Sportsman are two of the most popular and competitive bracket racing classes in drag racing, especially at local tracks as well as NHRA divisional events. Both use a handicap/dial-in format where consistency and driver skill often matter more than outright speed.



Scott Weis - Top Sportsman

Super Pro is a fast ET bracket class open to a wide variety of vehicles, including tube-chassis dragsters and full-bodied door cars. It serves as a high-level Sportsman bracket for quicker cars. The quicker cars can run the ¼ -mile in mid-sixes to mid-sevens at 150-180 mph.

Top Sportsman is a quicker, more specialized class focused exclusively on full-bodied door cars (no open-wheel dragsters—that's Top Dragster). These are often heavily modified, Pro Mod-style builds with massive power. Typical performance for these cars is low-to-mid six-second passes at 200+ mph on the 1/4-mile strip.

Both of these classes deliver thrilling, close racing where a .005 breakout

or a .010 light can end your night. They form the backbone of grassroots and mid-level drag racing at tracks across the US. At today's show, be sure to stop and view the drag racing cars. There are both Super Pro and Top Sportsman cars in the line-up.





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Motorcycle Racing Through Time

Motorcycle racing in the United States traces its roots back to the early 1900s, when enthusiasts began organizing informal races on dirt tracks and local roads. The sport quickly gained popularity, leading to the establishment of professional competitions such as board track racing, which featured wooden oval tracks and drew large crowds during the 1910s and 1920s.



1925 Excelsior Super-X
Board Track Racer

By the mid-20th century, motorcycle racing diversified into various disciplines, including flat track, motocross, and road racing. The American Motorcyclist Association (AMA) played a pivotal role in formalizing regulations and promoting events nationwide. Legendary



Johnny Goad on
his 1960's Harley-
Davidson Sprint

racers like Evel Knievel, Johnny Goad, and Kenny Roberts helped elevate the sport's profile, inspiring new generations to participate.

We are very fortunate to have Johnny Goad in attendance today with several of his and Sarah Irby-Goad's bikes. Sarah shares the following about John.

"Johnny is extremely excited to participate in this event. He loves the opportunity to share his passion, motorcycle racing. He is known worldwide for his engine building and successes on the dirt tracks of America. He has either raced or fielded riders since he was 19 years old and retired as a racer in the early 70's. We have enjoyed huge success over the span of 4 decades as a couple and he 7 decades. We won the 1993 Grand National Championship as privateers going against the factories on the AMA Circuit. We set over a dozen records that year with many of them still stand. The rider was Ricky Graham #3 from Salinas, CA on a Honda RS750. The team made perfect chemistry. ESPN made a documentary on our 1993 season narrated by Dave Despain."

Motorcycle racing remains a vibrant part of American motorsports culture, with major events like the AMA Supercross and MotoAmerica championships attracting both national and international competitors. Advances in technology and safety standards have also transformed the sport, ensuring its ongoing evolution and appeal to fans across the country.



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Racing Through Europe

Mercedes-Benz. MG. Porsche. Ferrari. Peugeot. Morgan. Maserati. Bentley. Jaguar. Delahaye. Wait... Delahaye?? Yes, all of these auto manufacturers (and more) participated in racing from well before WWII to well after.

Auto Union, which eventually morphed into what we now know as “Audi”, and the “Silver Arrows” of Mercedes-Benz formed the backbone of pre-war European racing, defining the era. They were heavily funded by the German state and were a source of both national pride and the pride of Hitler himself. They had the engineering dominance to roll with Grand Prix rule changes which were designed specifically to exclude them, yet they still dominated on the track.

Across the channel, the British were also heavily involved in motorsports. The famous “Bentley Boys” achieved four consecutive 24 Hours of LeMans victories, from 1927 through 1930. On the other end of the scale, MG was also competitive, and you’ll see an example of that here today – the 1933 MG L2 which won its class in the 1933 Alpine Trial and contested many races at the famed Brooklands track before being imported to the US where its competitive career continued.



Just after WWII, building on his success as a racing driver himself and then as a team manager for Alfa Romeo, Enzo Ferrari founded his car company in Maranello, Italy. He began building road cars for well-heeled clients to finance his racing activities. Racing was always his primary motivation. In the 1990’s, a single-marque series was established called the Ferrari Challenge, and two cars, both F355 models, from that series are here today.

Jaguar, which began life in the 1920’s as a sidecar maker and later progressed to building full road cars, introduced the ground-breaking XK-120 in 1949 and it was, at that time, the fastest production car in the world. In the 1970’s/80’s, Jaguar partnered with Bob Tullius’s Group 44 race team based right here in Virginia. They won championships from grassroots SCCA racing (though Group 44 was never operated as a

(Continued on page 43)



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newsletter, THE SPOKES, monthly club meetings and breakfasts, scenic drives, tech sessions, picnics, restoration clinics and much more. Join online for just \$25.



Racing through Europe (continued from page 41)

“grassroots” team) to the top prototype class in IMSA racing here in the states. In the late 1980’s/early 1990’s, Jaguar returned to LeMans this time partnered with Tom Walkinshaw Racing and secured wins there again.

Other notable racers here today include the 1968 Morgan +4 and a pair of Porsche 944 Cup cars. The Morgan had an extensive racing career of 46 years and 270,000+ miles of racing in Germany, Italy, Belgium, the UK, and here in the US. Its racing had it crossing the Atlantic several times. It was acquired from the previous owner’s estate in 2016.



The Porsche 944 Cup cars were special-ordered from the factory for use in the Rothmans-Porsche Challenge in 1986 and ’87. These are 2 of only 31 cars built to this specification and each retain extensive documentation of their racing activities.

Also of note in today’s featured class is the 1965 Lola T70. Rather than being a race car based on a production car, it is a full-blown, purpose-built race car. Although British-built, it raced in the 1966 US Road Racing Championship (USRRC), winning its race at the old (and no longer extant) Riverside racetrack in California.



And finally, no racing description would be complete without mention of one of the most popular racecar platforms ever to grace a racetrack –

the Mazda Miata. Granted, the Miata is not a “European” car, but during its development, the MG-B and Lotus Elan of the 1960’s and ’70’s were its strongest inspirations, right down to the tuning of its exhaust note to be reminiscent of those earlier cars. Since its initial release in 1989, the Miata has been, and remains one of the most popular, as well as most affordable, paths into the racing world. The Miata taking part in our featured class today is fully SCCA (Sports Car Club of America), NASA (not the space agency, but National Auto Sport Association), and SVRA (Sportscar Vintage Racing Association) eligible.

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A Concours is like a beauty pageant – the better and more original a car looks, the better it will show in Concours results.

As a Jaguar Clubs of North America (JCNA) sanctioned club, the Virginia Jaguar Club conducts its Concours (a “show within a show” at this year’s AACA show) according to JCNA’s philosophy and rule book.

The basic philosophy is to present the cars as they were intended to be when they left the factory.

JCNA Concours competition comes in two basic “flavors” – the “Champion” class, and the “Driven” class.

In the Champion class, everything is judged – exterior, interior, engine compartment, and underside. Cleanliness and attention to detail is key here. “Driven” class, however, only judges the exterior and interior of the car.

Judges are allotted 15 minutes to judge each car, and complete a form which aids in scoring each car and determining the trophy winners. Finally, JCNA provide judging guides which help each judge better understand the nuances of the various cars and classes.

Please feel free to ask questions of the judges and car owners, and we hope you enjoy the show!

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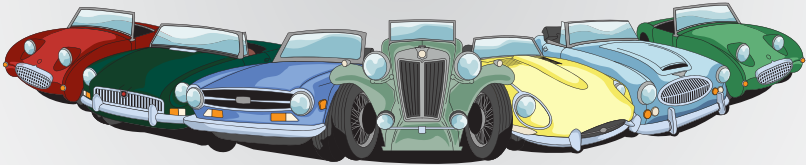
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The Year in Review

by Carol Groom Woodson



We are happy you have joined us for our 57th annual Richmond Collector Car Show!

Last year, our feature was Rolling Sculpture. This year, our feature is "Racing Through Time." You are sure to be astounded by the history, sights and sounds of these extraordinary cars and motorcycles.

Our Club doesn't just put on an amazing show. We are busy all year! Just after



our 56th annual show, 50 plus club members convened on the

Cross Ridge community for their annual Cruise In. Great cars, location, food and people make this an event not to miss. Over 70 club members attended our annual July 4th picnic. There was more fried chicken, hotdogs, sides and desserts than the founding fathers could have imagined!

Over 80 members and their guests went on the Victory Tour, July 17-19, 2025. Victory Junction is a year round camp in Randleman, NC for children with serious illnesses, founded by the Petty family in memory of Adam Petty.

This epic trip included stops and tours at Wilkerson Aircraft Tires, Robert Thomas Carriage Museum, Coopers Inn and Travelers Tavern, Dreamworks Motorsports, and Gatsby Autoworx. While at the Richard Petty Museum, attendees met and talked with Nascar Royalty, Richard Petty and Kyle Petty. While at Victory Junction, the group was treated to tours and a fabulous buffet lunch. Registration fees for this tour were slated as donations to Victory Junction. Once attendees learned what the camp does for these children, \$13,500 was raised and donated while we were on site. The trip back to our hotel, The Inn at Elon, could not happen without a stop at Homeland Creamery. (I recommend enjoying the peach ice cream under the huge shade tree.)

Several club members attended National Night Out on August 5th, hosted by Belmont Recreation Center. One of our favorite questions of the night was from a young girl. She wanted to know how we got all those cars here. She was truly surprised when we all answered, "We drove them!"

On August 12th, Richmond Region AACA and Central Virginia British Car Club members with a need for speed signed up for Charity Laps at Richmond International Raceway to

(Continued on page 53)



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Year In Review (continued from page 51)

benefit Victory Junction Camp. A quote from club member Randy Agee, "Roger McGinnis, Scot Hawthorne and Bruce Woodson raced their Model T's with such pride, you'd think they still had that new car smell."

One of the coolest events we have every year is the ice cream social. Over 100 members and guests attended this desert bonanza! The setting on the James River is perfect. And a tour of the Nash's garage will certainly reveal a treasure you have never seen.

Trivia night took over our August meeting. Think you know cars? What car had the first cup holder as we know it today? Chrysler's production of the Plymouth Voyager and Dodge Caravan is the correct answer. Bonus points if you knew 1983 was the first year for the modern cupholder. In the Looking Back segment of the July/August issue of the club's newsletter, the Gaslight, were ads for a lit cigarette dispenser and a "Lull-a-baby" infant car hammock for \$6.95!

Virginia Randolph Community Fair and Market was September 6th. A lot of rain delayed the event, and only dampened the attendees clothes! Club member, Wally Groom who taught at the school, shared heartfelt stories about how the Mechanics program transformed the lives of the young men he taught over the years, helping them graduate with essential automotive and life skills.

The Hershey Fall meet was October 7-10, 2025. Seven Club members came home with awards from the show. It was rumored that one



club member made a purchase at the RM Auction...we can not say anything more until next of kin have been notified.

Several members attended the Autumn Festival at Razzawek Vineyards on October 19th. Attractions included working antique machinery, antique cars, live music, delicious food, hand-crafted goods and a Professional Rodeo! The crowd cheered for the barrel racing, roping and bucking bulls. The real show stopper was the mutton busting performed by kids from 4-7 years old!! Members in attendance celebrated the retirement of award winning rodeo clown, Keith Isley.

Over 130 members attended our annual Steak Fry on October 26th. Fresh cut and grilled steaks, potatoes, fried chicken, miles of sides dishes and desserts made for a very filling day!



The "Looking Back" segment in the September/October Gaslight was a spotlight on Jeff MacNelly, creator of the comics Shoe and Pluggers. Jeff and his family lived in Richmond and owned a Model A Ford. The "Technically Speaking" article by Fritz Platz explained how to put new phone chargers in old cars. Sean Rooks from Wolfe and Mare Collector Car Consultants was our September speaker. Brett Tignor, our October speaker, shared auto detailing tips especially for Fall weather.

(Continued on page 55)



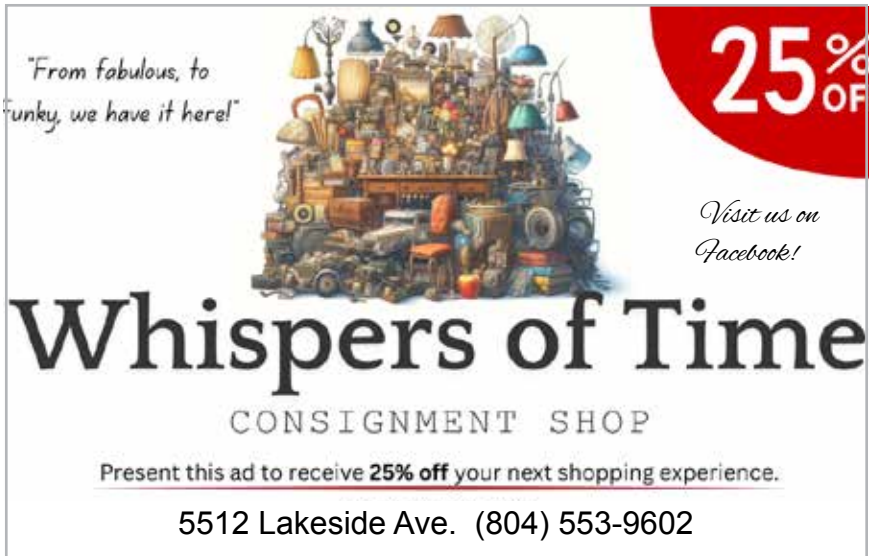
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Year In Review (continued from page 53)

You have read about several of our Club driving events. You may not know that every year, a Hard Luck trophy is given to the member experiencing the most "hard luck". Currently in the running; Jon Hadfield (Packard Caribbean), 3-time Champ Scot Hawthorne (31 Auburn), Joe Guckert (32 Chrysler), Turner Smith (Citroen 2CV), Mert Fowlkes (Buick Skylark) and the Nash's (Dodge pick up). Stayed tuned to find out the winner of this exciting battle!

More Fall events included shows and tours from Williamsburg, VA to Presque Isle, Maine. Four Club members attended "Mainly a CARavan" in Rockport, Maine. Highlights included driving tours to wineries, Botanical Gardens, and museums. Favorite meals consisted of Lobsters and ice cream for dessert. Three generations of the Gray



family enjoyed a Model T driving tour in Owatonna, Minnesota.

"The Con-Mans Cat, a Jaguar Ponzi scheme" by Greg Snell was a featured article in the November/December Gaslight issue.

Paul Stanley gave an exciting talk on Cars and Movie Production in Virginia at our November meeting.

December 2nd marked the 75th Wedding Anniversary for long time mem-

bers, Hugh and Mary Penn Hawthorne.

Twenty-nine members, 23 cars, one sleigh, Santa and the Grinch descended on St. Joseph's Villa for the annual Christmas Parade on December 11th. The kids love seeing the cars and talking to Santa. And they just may have softened up the Grinch too!



Over 100 club members attended the Christmas Party on December 14th. The party had members building Gingerbread houses...with garages! A wagon full of toys and 147 pounds of food



were donated to help local families.

Several members participated with the Jacob's Chance holiday party at Tucker High School on December 13th. Member cars stepped in to drive Santa to the party when the Firetruck had to go out on a call!!

Club members were invited to join the "Annual Mystery Run to Somewhere Good", on January 17th, hosted by the Central Virginia Car Club Council.

(Continued on page 57)



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Year In Review (continued from page 55)

Bruce Woodson held our annual tech session on January 24th. The topic was Automotive Fuel Systems. This year, our host was Brandermill Country Club, and a warm buffet breakfast was available and appreciated on this chilly morning.



Things got Groovy on February 22nd at our Annual Meeting and Awards Ceremony. We met at the historic Wigwam on Route 1. Cars and fashions from the 1970's were featured. Attendees enjoyed soda, coffee, desserts and snacks made popular during the 70's! Celebrities in attendance included Sonny and Cher, and game show host, Chuck Barris with his gong! Dance lessons were available to those in need....which was most of us!



Our Chili cook-off on March 15th at James and Debbie Mask's house included a game, "Two truths and a Lie". Turns out, Greg Snell really did know Peter Falk! Greg and Peter played pool at the Falk's home in California! A white chicken chili (Carol Woodson) took first place, a traditional red (Ran-

dy and Nancy Agee) took second, and a spicy red (Bruce Woodson) won third.

Wayne and Nancy Helton led 22 member cars to Marco's in Ashland for lunch before our annual caravan to the Asphalt Angels show on March 13th. A great day with food, fellowship, cars, trucks and motorcycles!

Maymont Park celebrated 100 Years on March 21st with an open house and garden party. Club members displayed cars appropriate for the era, with many car owners in period correct attire for the event! (If you are keeping score for our Hard Luck award, Scot Hawthorne gained a point for his Packard failing to proceed.)



Robert Griffey ordered perfect weather for the Beverley Hills Shopping Center Car Show and Cruise-In on April 11th. Some attendees enjoyed caravanning through Goochland on the way to 'Beverley Hills'. All event participants received a free lunch!

This years Spring Fun Run took us to Smithfield, Virginia on April 18th. We toured two amazing car collections, enjoyed a catered lunch from Smithfield Station at the "Bank", had ice cream, and took a boat ride on the Jamestown-Scotland Ferry. Attendees also saw a parade of farm equipment....or at least the big green one we followed for miles.....!

Please join us for a year full of great adventures! It won't be the same without you!



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BEST OF ROLLING SCULPTURE - EARLY

Presented by the Richmond Antique
Auto Charitable Action Foundation
1928 Stutz LeBaron Roadster
Dwight C. Schaubach
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