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Meredith Collins, Publisher

appreciate the gorgeous colors and flowing lines and curves of a vintage vehicle. For this issue, we talked to a handful of local classic car enthusiasts to learn more about them and their hobby and what it means to them. We are thankful to them for allowing us to share in the trip down memory lane to 20, 30, 40 or more years ago when buying and owning and operating a car was even more of a luxury and a privilege. Now, if we could just get back to the time when everyone drove a little more carefully and courteously and were ever so considerate of their neighbors!

Isn't it grand to have a hobby? And aren't

we all fortunate that we often get to enjoy the efforts our neighbors put into their hob-

bies? The beautiful and exciting showpieces that classic car enthusiasts painstakingly and lovingly restore, maintain, and exhibit are a

perfect example. If we are as old as the classic car, the sight of it may bring back a flood of pleasant memories. If we have an engineering or mechanical bent, we may marvel at

the progress of science and innovation that

can be readily traced in the evolution of the

automobile. And the artist in each of us can

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Correction

In our March issue we mistakenly identified Major Luis Arriola by the rank he was originally commissioned at: Second Lieutenant. We apologize for the error, particularly to Major and Mrs. Arriola and to all our active duty and veteran neighbors. We also want to thank those readers who brought this error to our attention.

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ROY & JANICE GAVILAN



Driving with the Williamsburg British Car Club

Roy and Janice Gavilan are well-known in local car circles, and so are their MGB convertibles. The two have been car enthusiasts most of their lives. Active members of the Williamsburg British Car Club, they share a particular affinity for European sports cars, but they appreciate all cars, from muscle cars to vintage cars, convertibles to coupes.

"I always liked cars," Roy says. "But I love British cars the most. I love the way they look and the way they drive."

For her part, when she started dating Roy, Janice drove a '61 Alfa Romeo Giulietta Spider, which she allowed no one else to drive, except Roy.

Today, the couple's garage is home to a 1965 viper red MGB convertible and a 1974 navy blue MGB convertible named Ruby, for the vehicle's original color. They also recently acquired, and are in the process of restoring, a 2000 Porsche Boxster.

Through their car club, Roy and Janice enjoy a variety of activities with like-minded individu-MEXT DOOR NEIGHBORSAPRIL2018 By Lillian Stevens

als. Whether it's a car show, a holiday party or monthly dinner meetings, they always look forward to club gatherings.

"I think we all get something different from being in the club," Janice says. "Some of us love to share a meal and socialize, while others enjoy the shows and regular events."

One club activity features regular "drive-outs."

"This Thursday we are having a drive-out to Upper Shirley Plantation Vineyards," Roy says. "We'll caravan there for wine tasting and lunch. It'll be a lot of fun."

Currently, Roy is busy preparing for the annual European and British Car Show, which will take place Saturday, April 14 at the Shops at High Street. His is a dual role as membership chairman and car show registration chairman.

"Our club started hosting the show in 1999," he says. "This is the 19th year of the show but our first at the Shops at High Street."

Roy says that cars will typically be divided into classes. "There will be a Ferrari and an

MGB class, as well as Triumph, Austin Healy, BMW, Porsche, Mercedes, Morgan and Alpha Romeo. Each year, I can't wait to see all the different cars!"

Since a North American Daimler organization is expected to be in town for a big conference in April, they too will be participating. "We are excited that the Daimlers will be here this year," Roy says. "If you've never seen one, this is the type of British car that the Queen of England drives."

Funds raised through registrations always benefit a charity. This year, the club will donate a portion of the proceeds to FISH, a local nonprofit organization that provides meals, clothing and housewares to area residents in need.

"We don't have a huge show like New Kent's Classics on the Green," Janice says. "We'll have maybe 100 or 125 cars, but they are all so beautiful and such unusual cars."

For those readers in the market for a restored car, Roy advises that it may be less expensive to buy one already restored. "I've been lucky, be-

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cause people in our club help each other and share their knowledge."

Through friends in the car club, Roy has learned about automobile maintenance. "Once they taught me, I found that British cars are easy to work on. It's a four-cylinder engine, and the cars are small, so it's not hard to get to everything. It's easier to work on than cars today."

When he bought his '65 MGB in 2010, Roy admits that the car was in bad shape.

"It needed a lot of work. We stripped all the chrome off the whole car and I sent it to a body shop for new fenders and to get rid of the rust. I also had to put new door skins on it because they were rotten on the bottom. I had to buy new wheels and put in a new gas tank, so we pretty much restored the whole thing."

Janice can hold her own in the garage. She helped her husband strip all the chrome off of the cars and take the bumpers off before sending them off for body work. Her car was originally purchased as a "parts car" in the event it became necessary to have pieces on hand for eventual use in Roy's MGB.

"That car had been wrecked in the back," he says. "But it was so nice, and the engine only had 5,000 miles on it, so we decided to restore it."

Roy and Janice also own a Volvo, but their passion is their MGBs.

"In my younger days, I had a '65 MGB," Roy says. "I think you always want to have your favorite car from when you were young. MGBs have common problems, though. The fuel pumps tend to go out, for example, but as I've owned it I learned how to fix things. I'm not a great mechanic, but I can do my own maintenance."

Working on their cars is gratifying, of course, but activities with their club are fun too. Favorites include the regular drive-outs, as well as local car shows like the European and British Car Show coming up in a few weeks at High Street, and Classics on the Green at the New Kent Winery.

"Sometimes the shows are a good distance away," Roy says. "We caravan together for those."

About a year and a half ago, Roy and Janice drove Ruby 1600 miles round trip to attend a national convention in Louisville, Kentucky. They also try to attend the east coast national events when possible. They do not trailer their cars to shows and events.

It's easy to see that the Gavilans both enjoy caring for and driving their cars, including being around other people who share that passion, both in and outside of their car club.

"I think the monthly Williamsburg Cars & Coffee gatherings have done a lot to bring the car community together."

The local Williamsburg Cars & Coffee group meets on the second Saturday of the month at Williamsburg Crossing Shopping Center. On a pretty spring Saturday, there might be over 100 cars of a wide variety of makes and models.

With so many cars in their past, not to mention the driveway and garage, is there a "treasure" the two still hope to find?

"There are many," Roy says with a chuckle. "I love the Austin Healey 3000, and the Jaguar XK120, 140 and 150. But for now, our 'new' Porsche will have to fill the bill."

Though the car isn't exactly new, it will be a classic in a few years. Roy explains that cars are considered antiques when they reach the age of 25 years.

"From there an antique car will increase in value," he says. "The downside is you must invest money in maintaining or restoring it."

Married for 49 years, Roy and Janice Gavilan have three grown children and three grandchildren, including one grandson who is extremely excited to drive Ruby someday. "We'll have to see about that," Janice says. NDN

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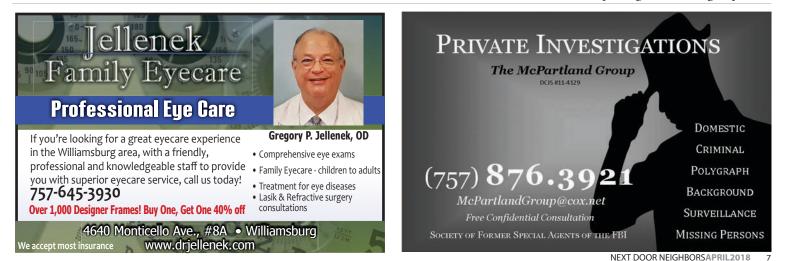
JACK MOON



Retiring with the Classics

By Dawn Brotherton

Jack Moon is a fun-loving guy with many interesting hobbies. Retired from the Mars Corporation and settled in Williamsburg for the last five years, Jack now has time to indulge his hobbies. He's a golfer which isn't unusual for this area. As a matter of fact, his golfing buddies from New Jersey are partially the reason he ended up in the Historic Triangle Area. Leading up to retirement, his vacations and those of his golfing companions were spent traveling to scout possible retirement locations and reporting back to the group. Now



all four couples have made their homes here.

Jack enjoys collecting stamps, loves history and genealogy, is a ham radio operator and an avid storyteller. On top of that, he rebuilds cars, and not just any cars. Jack has a 1953 MG TD that he has restored with running boards, a chrome radiator and a 1250cc engine. He describes the original motor, which came out of the factory 65 years ago, as not much more than a big lawn mower with 54 horsepower.

He's not sure what got him interested in rebuilding cars. "I'm the sixties generation. [When I was younger,] I'd go to a buddy's house and he'd have a Corvette in the driveway with the engine pulled out, doing this and that." Tinkering with cars was a normal pastime although his dad didn't like him taking apart the family car.

In 1994, a friend in New Jersey got him interested in restoring his own classic. "When I got the car, it was what they call a basket-case. The engine and transmission were on a dolly. The frame had four wheels, and everything else was in boxes." The first step to restoring a car is to take all of the pieces apart to deter-

mine what parts you have and what you are missing.

Jack finally finished his MG-TD in 2006. "At work, I sat all day in front of a screen. I called it my therapy to come home at night and do something I could see the result of. MGs are interesting because they are built as components. You can build this piece separately, then this piece. Then eventually they get put together. I enjoyed that."

He also believes there's a sense of satisfaction to building something so substantial from a pile of parts. "It's pretty sobering to think when I'm driving down the road at 50 miles per hour that I've tightened every bolt in this car, I hope."

In 2005, Jack jokingly commented that he would retire when he finished remodeling his car. "It must have been psychological, because after that I worked on that car every waking moment. And sure enough, within a week of getting it on the road, I retired."

Now Jack enjoys driving his classic MG-TD through town, where the kids stop playing in the yards to wave at him and compliment his car. His car has a wooden floor and an English Ash frame wrapped with metal. "The only steel is the frame the wheels are attached to. The rest is wood," Jack says. The car has suicide doors, meaning they are hinged in the rear rather than the front-opposite most modern cars. "When you're going down the road, because it has a wooden frame, it works its way loose, and the doors will pop open. So I have bungee cords to hold them in place." Jack writes this off as part of the charm.

According to Jack, sticking to the back roads is safer because keeping up with traffic on the interstates is too hard. "We usually cruise at 45 miles per hour on trips. I can hit 60 or 65, but I don't want to push the engine that hard."

Jack loves the many differences his classic car has. The gas pedal is a roller instead of a pedal and rolls up and down the driver's foot. "For the windshield, I can undo the wing nuts and lay the windshield flat." He's not sure why anyone would want to do that, but the feature is there. "Designed in a country where it rains by the bucket, the windshield wiper is only about six inches long and has one speed - slow."



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Jack has a great sense of humor, which he says helps when working with quirky cars. The MG-TD is a roadster convertible, and the tops are mechanical. "The joke is, if it starts to rain, how do you get home the driest? You keep driving. Because if you stop to put the top up, you're soaked. It takes a good ten minutes or so to work it." But he doesn't mind the quirks. "It's part of the charm," he says with a smile.

The first car he restored was an MGA. Even with that car, Jack had to learn some workarounds. "My MGA had a long cable that went to the battery. In the winter it might not get enough juice, so I put the battery in the trunk. When I was at work, I parked with the back end aimed to the afternoon sun. That warmed it up enough to start so I could go home."

His wife, Joan, doesn't share the same love of cars as Jack but rides along with him at times. "She feels the road too much," Jack explained. "With the suspension and steering in today's cars, you could be doing 100 and wouldn't feel it. If you're doing 30 in my car you feel like you're doing 100. You feel everything." Jack believes one highlight of restoring classic cars is that it is a hobby where people from various strata can come together and appreciate fine workmanship. "It's interesting. I was middle management, yet I'm with people that work at the Pentagon, CEOs of multi-national companies and joe-six-pack who just likes cars. Everybody's equal. That's the fun part. We all have a love of this one thing - cars."

Working on cars has taught Jack patience, which is why he never works on a car when he is in an impatient mood. "You'll screw something up and have to start over. I've learned that the hard way." He also cautions that you need to know what you are capable of and what you need to get an expert for. Over time he has become known for being an expert with electrical harnesses. Because he had so many problems with his fuses and grounding wires on his own vehicle, he did a lot of research on how to get it right. He purchased restoration books and parts catalogs, and of course, took the advice of people who had been restoring cars longer than he had.

Jack feels it's a shame that kids don't have the opportunity to tinker with cars the way he did growing up. He says he's heard such great stories about fathers connecting with their kids under the hood of a car. His twins, James and Carrie, loved working with him when they were little. "They'd crawl all over it. It can be a bonding thing for siblings and parents."

Family and roots are very dear to Jack. He inherited a love of genealogy from his mother who has traced their lineage back to William the Conqueror and has written several books about what she uncovered. Jack is extremely proud of his military background. His father was one of the first six men to be promoted to Master Chief Petty Officer, the highest enlisted grade in the Navy. "How would you like to be raised by someone who was never wrong?" he quips. Jack was a quartermaster in the Army during the Vietnam War, and now his son James is an Army colonel at Walter Reed Medical Center. NDN

If you would like to swap stories with Jack Moon, he can be found at the Williamsburg British Car Club, where drivers and auto enthusiasts get together to show off their latest upgrades and gadgets for their cars.

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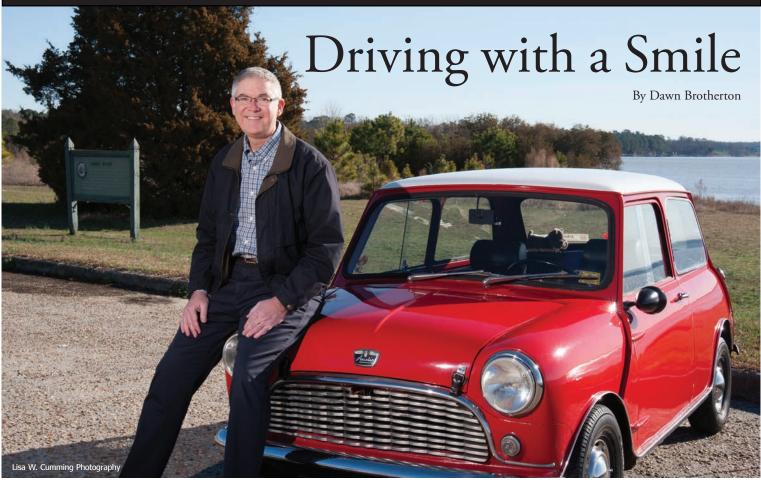
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JOHN MORGAN



John Morgan is still driving the first car that he drove in high school, and it has served him well for the past 40 years. His 1960 Austin Mini 850 was one of the earliest Mini Coopers to come off of the assembly line in Oxford, England.

His father got his first British car, a TR3, when John was in preschool. When John turned 16, his father helped him pick out a car they could work on together. They found the Austin Mini.

"The engine was in a box. The floor was rusted out. We towed it home and had it in the driveway. He and I worked on it together, so it was a bonding thing." His father still has a 1964 MGB, and he and John swap stories and lessons learned from their classic cars. His father's first car was a 1955 Bel Air convertible, and he tells John often that he wishes he never sold it. "So that got drilled into me. Hence, I still have my first car."

John says his mother must have been extremely patient because his dad would just show up at home with cars he bought in disrepair. "We once had the police call on us, because they thought we were running a car shop out of the garage." As a pastor of Williamsburg Presbyterian Church on Richmond Road for the past five years, John finds tinkering with his car gives him downtime. "There's something fulfilling and satisfying about having a project on a car and completing it. Having something to show for it. It gives me time away from the books, to be in the garage by myself. To tinker with the car, polish it. To play around with it."

His wife, Ellen, is also a Mini driver, but elected for the 2008 version. She doesn't like working on the cars herself, but she understood when she married John that the car was part of



the package deal. She has even rescued him a few times along the highway when his car has broken down. "I had done all the work on it myself. It was amateur work. I think I could point out several places on the Pennsylvania turnpike or Route 80 where I broke down, had to change fan belts, ran out of gas, or the fuel lines froze up. All sorts of things."

Luckily for John, the classic Mini Cooper used the same body type from 1959 until 2000, when BMW bought the company and retooled the plant. Finding parts isn't very difficult although a few specialty tools are needed. "The suspension is unique; instead of springs it rides on rubber donuts. So, to replace the suspension, you need a tool that compresses the donut." Another challenge comes from changing the 10inch tires. Most conventional tire stores don't have the right tools, so John must find a British car mechanic to help him out.

"The nice thing about classic cars, particularly British cars, is you learn mechanics on it," John says. Today's Minis are computerized and require specialty tools. "The old British cars are really simple: spark plugs, carburetor and distributor cap." He enjoys the camaraderie when young people show up at car gatherings. The older people are always ready to talk to them about their car, give them advice on how to fix the classic automobiles and tell them where they can find parts. "If a young person joined a club or went to the shows, they'd be able to learn a lot and make some connections."

For day-to-day driving, John has a 2012 Mini that was built in the same plant in England as his classic. Once he registered his 1960 Mini as a classic car, certain restrictions had to be placed on it. Because it's over 25 years old it doesn't have to be inspected yearly but it must be garaged and can't be driven more than 1,500 miles a year. He does pull it out monthly to keep the fluids moving. Thankfully the weather supports that. "You



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can do that here. It didn't get out much in Minnesota or Pennsylvania. It really likes Virginia."

Although John doesn't plan on buying another car until they need to replace one, he's always looking. He receives a daily email from an organization that auctions off classic cars, which makes his wife a little nervous. One car in particular that catches his attention is the Jaguar XKE from the 1960s. "I look, but even basket cases for the XKE cost more than mine that's running and in decent shape." His car might not be in mint condition, but he doesn't worry about taking it out for a drive. "It's seen it all. Since I've had it, it's driven in snow, mud, rain and all sorts of things."

John explains that sellers of the new BMW Mini tout the customization. "Someone in one Car and Driver Magazine described the Mini as the Mr. Potato Head of cars, because everyone is customizing them," John says. His 1960 Austin Mini is still fairly true to the original, although he has had it painted red with a white top in honor of the Mini Coopers that won the Monte Carlo Rally in 1966. "This tiny car with a small engine beat the bigger cars, the Jaguars and Mercedes."

When he gets a chance, John takes his classic Mini to Cars and Coffee on the second Saturday of the month. Car enthusiasts meet at the Coffeehouse off John Tyler Highway to show off their rides. He describes it as, "A time for car nuts to get together and check out each other's cars and do the car-talk thing."

He enjoys going to car shows and Mini Meets. "In those events, hundreds of Minis come together. They have road rallies, fun gymkhanas and parking lot races. Funny things where you get out of the car, knock over a cone, get back in the car, all sorts of things. It's just good fellowship."

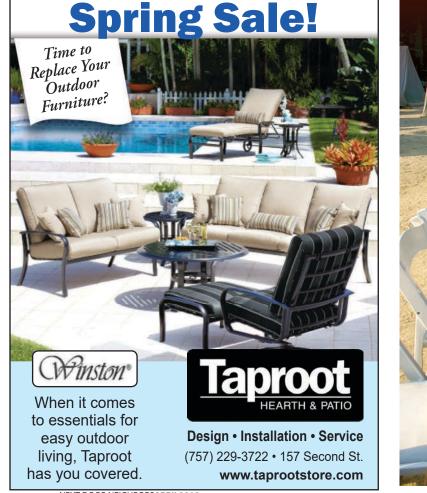
John is a member of the Williamsburg British Car Club which has its annual car show on April 14, 2018 on High Street. He also belongs to the Hampton Roads Mini Club. They have fun rules. "Rule number one is when you are in a parking lot, try to park next to another Mini."

A quick search on Facebook will show you that the Mini drivers take this rule seriously and post pictures to prove it. "Mini owners are known as a friendly, happy-go-lucky lot," John says. "When the new Minis came out, one of the things they promoted was the Mini-wave. You wave to other people that have a Mini."

Minis evoke a different reaction in people than many other cars. "When someone drives up in a Mercedes, Lamborghini or Ferrari at a stop light, people will glance over. But when you drive up in the Mini, the kids will shout, 'Hey, look at that car!' They'll wave and smile. My mechanic said they should be paying us for driving these cars and making people happy, for putting a smile on their face."

John adds to the fun by keeping a clown nose in his car. When the mood strikes him, he'll don the nose and try to get people's reaction at stop lights. Most people laugh, smile and wave. Even in college, John's Mini was a source of amusement for some. "I would often get calls in the middle of the night from security saying, 'Mr. Morgan, your car is on the quad. Will you please move your car?' The guys just lifted it and put it somewhere." The newer ones are much heavier, so he doesn't have that same problem in Williamsburg.

When he isn't clowning around with his car, he likes walking through New Town with his wife, stopping in for the latest movie. At home when no one else is listening, he practices the harmonica. He's still waiting for the church choir to invite him to play along. Until then, John Morgan will be in his garage, tinkering away at his favorite Mini. Soon he'll be back on the road, honking, waving and making people smile. NDN





BRAD PURVIS

The Greatest Hobby in the World

By Alison Johnson



Driving a 1946 MG TC, the classic British vehicle that launched a sports car craze in America after World War II, is a unique experience.

The wheels are tall and skinny. The braking system is extremely basic. Nothing is power-assisted. The gears are manual and not so easy to shift. Top speed isn't much more than 70 miles per hour, and that would be hurtling out of control down a hill.

Brad Purvis loves it all.

"You're out in the open air, driving a piece of history," Brad says. "It's very sporty, and it takes you right back to the days of the basic automobile. It's a blast. It does take it a while to get up to speed, and you don't want to have to make sudden stops, but you just have to anticipate and think ahead."

People who spot the shiny, cream-colored MG on local roads love it, too. "I get a lot of thumbs up, waves and people shouting out."





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Buying, repairing and driving classic vehicles is a joy for Brad, an airline pilot who has been fascinated by cars since he was a young boy. In addition to the 1946 model, his current fleet features a white 1952 MG TD/C and a white 1988 Mercedes-Benz 560 SEC originally owned by television host Johnny Carson.

For Brad, classic cars are not an investment but a beloved hobby. He simply finds great satisfaction in buying old cars, tinkering with them, bringing them back to good condition and taking them out for spins. Over the years, he has owned Alfa Romeos, BMWs, Jaguars, Pontiacs and Volkswagens, to name a few. He jokes that his "long-suffering" wife, Avril, is mercifully patient with him.

"I drive them until something else catches my fancy, and then I move on to something else," he says. "Avril calls me 'fickle' when it comes to my cars. I like to think I'm more 'eclectic'."

Brad's latest three classics all have arrived since 2015. He discovered both the MGs on an online auction site for car enthusiasts and bought the Benz off of eBay, along with the original registration papers in Carson's name. About a year ago, Brad flew to Los Angeles, collected his "Johnny" and drove it back across the country on a 10-day trip, visiting family, friends and aircraft museums along the way. He has since poured significant funds into the car to fix its many problems.

"I grew up in Carson's era," explains Brad, 63. "I was a fan. I really wanted to rescue this one."

As for the MGs, Brad recalls admiring those models on the roads as a child. Many American soldiers brought the cars home after World War II, which ultimately led to the production of native-made sports cars. "It's hard to imagine, but Americans didn't really drive them before that time," Brad says. "If we'd never had the MG, we wouldn't have the Corvette. Corvette aficionados are proud to say the Corvette is 'America's Sports Car' which is true, but the MG TC was the sports car Americans loved first."

The 1946 MG stays in Brad's garage, along with Avril's car. Brad's everyday car, a 1992 Mercedes, generally is parked with "Johnny" in garage space borrowed from a neighbor who spends much of the year in another state. The 1952 MG is undergoing restoration at a shop in Richmond.

Brad drives his older cars regularly, although not during harsh weather or when there is salt, snow or ice on the roads. The 1992 Mercedes, meanwhile, ferries him to work in Washington, D.C., where he is a Dulles-based pilot for United Airlines and frequently flies cross-country and European routes.

Travel is nothing unusual for Brad, whose father and several other relatives were in the Navy. Born in Hawaii, he moved within the United States as a child and also spent three years in Spain. His dad always brought Matchbox cars home from his various cruises. "I've been a 'car guy' for as long as I can remember," Brad says. "I grew up building car models, racing go-carts and consuming any car magazine I could get my hands on."

Brad joined the Air Force in 1973, right out of high school. He started his career as a mechanic and crew chief on B-52 bombers and, while on

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active duty, went to night school to earn a Bachelor's Degree in Business Management from Ricker College in Maine. He attended Officer Training School on an educational leave of absence and received his commission in 1978; he holds a Master's Degree in Aeronautical Science from the Florida-based Embry-Riddle Aeronautical University.

In 1992, Brad was transferred to Langley Air Force Base in Hampton. He stayed in the area after retiring from the service in 1996, when he became a commercial pilot. The father of two daughters and stepfather to a third, he met Avril, a native of England, through mutual friends. He describes his wife as an ardent animal rescuer, gardener and neighborhood volunteer, in addition to a tolerant soul.

An automobile hobby takes "money, more money, patience, a bit of knowledge and determination, and then more money," Brad admits. "There's always something that breaks and needs work." While proficient in basic mechanical work, he turns to specialty shops when he doesn't have the expertise, parts or time to fix a vehicle. His cars are his only hobby.

Classic cars have become a big business worldwide, Brad notes, with a growing segment of truly high-market investors with large collections and deep pockets. "They will buy and sell cars based on perceived market value and future appreciation, not unlike stock traders. In some ways, this hurts the average collector like myself when certain cars, once very affordable 'old cars', are driven to astounding prices over a very short period of time."

His cars, he continues, "are really not that expensive when compared to what a Ferrari, Porsche or even a Corvette owner would spend, much less that of a Duesenberg or Bugatti collector and restorer, but they do cost a bit to put right and maintain. This is especially true if they were neglected, like my 'Johnny' was."

Brad's next target acquisition is likely a classic BMW, although he currently has no space for it and the cars he has remain works in progress. The 1946 MG needs a new starter, for one thing, while the 1952 is at the shop and the "Johnny" needs still more attention. "If something comes along, I may grab it, but I'm certainly not in a hurry," he says.

An "absolute dream" car for Brad, meanwhile, is a BMW Z8 built between 2000 and 2003, a posh, limited-production vehicle that costs anywhere from \$175,000 to \$250,000 (and rising). "I don't realistically expect to own one unless we win the lottery, but it's fun to imagine," he says. "We have to think of our primary cars, not to mention home repairs and the like. Unfortunately, not everything can go toward my hobby."

More fortunately, the Williamsburg area is home to a fairly large community of classic car collectors, who like to meet up for impromptu drives and lunches. Brad serves as an Ambassador to the BMW Car Club of America's Foundation, which maintains a library, archive and museum on the cars and runs a driving safety program for teenagers.

Brad Purvis' lifelong passion for cars shows no signs of hitting a red light. "I love all of it, from the physical aspect of driving to the mechanical work to just looking at these beautiful cars," he says. "To me, it's the greatest hobby in the world." NDN

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JOE BEENE



A Triumphant Life

By Tryna Fitzpatrick

Williamsburg resident Joe Beene, 80, has lived a life of adventure. For more than 55 years, his 1962 Triumph TR3B has navigated his life's twist and turns along with him. Joe and his little red convertible have zipped around the city streets of Washington D.C., meandered over the Blue Ridge Mountains on Skyline Drive and wandered, top-down and sun-blaring, along the coast of Oahu, Hawaii. More than a hobby, Joe's beloved car is part of his legacy and a symbol of a life well-lived.

He was 25 years old when he bought it for



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\$2,550. He had just landed an exciting new job as a special agent for the United States Naval Investigative Service (NIS), now known as the Naval Criminal Investigative Service (NCIS), at the Washington, D.C. field office. At the time, the Triumph was considered the affordable end of classy British sports cars. "I drove a motorcycle back in those days, so it was my first new car. I was a young guy, and I thought, you know, that's a really hot car... I've gotta have that car," he says with a laugh. He remembers the day he drove it off the dealership lot on September 28, 1962. "I took it out on the George Washington Memorial Parkway in Washington, D.C. and stopped on the side of the road near Mount Vernon to take pictures of it," he recalls. From the very beginning, this car turned heads.

Manufactured from March 1962 until October 1962 by the Standard-Triumph Motor Company of Coventry, England, the Triumph TR3B 2-seater was the last of the series. With only 3,331 produced, it has since become one of the rarest models. For Joe, it was just a fun way to get back and forth to work in the city. "It was my everyday car, so it got beat up a little," he says. When NIS transferred him to Hawaii, the Triumph went too. "I rarely put that top up," he remembers fondly. "I just had to avoid the rain showers." Given Hawaii's unpredictable weather, that wasn't always easy. Driving through the Kaneohe Bay Marine Corps Air Station one morning, he stopped for the 8 a.m. reveille. As the American flag was raised and the bugle called, ominous storm clouds rolled in. "That storm got me," he laughed. In a matter of minutes, the inside of the car became drenched.

By 1970, the Triumph had seen better days. That year, Joe, feeling particularly lucky, decided to enter a raffle at the annual Kaneohe Bay carnival. First prize was a 1969 Pontiac Firebird. "I just knew I was going to win," he says. "I had 45 cents, and it cost 50 cents to enter so a friend gave me a nickel." His ticket was selected, and he won the car. "The Triumph then became a second car—a pleasure car," Joe says. When he resigned from the NIS to attend law school at the University of Tennessee, he drove the Firebird across the country while preferring to have the Triumph shipped to the east coast. "The Triumph has no power brakes, no power steering and a tiny heater. There are no air bags or safety features," he says.

In 1973, while attending UT, Joe met his wife, Joyce, who worked as the assistant law librarian at the University. They married a year later and moved to Memphis where Joe returned to the NCIS as a special agent in charge of criminal investigations. Joyce had a 9-yearold daughter, Beth, from a previous marriage. A short time later, their son, Jeff, was born. "Life got busy over the years," Joe says. "We had kids, a German shepherd, two cats, and so the Triumph just sat in a garage." Twenty years later, it was still there, neglected under heaps of everyday odds and ends that time so often accumulates.

"I contacted my son, who was living in Boston, and told him that I thought it was time to either fix the Triumph or dump it," Joe says. His son was adamant. He wanted to keep it. "Jeff liked the idea that if we could do a restoration, the car would be in our family for over 100 years," he says. The thought appealed to Joe, too.

Joe retired from the NIS in 1987 and went on to become a professor in the criminal justice program at Northern Virginia Community College. During this time he decided to dust off the Triumph and begin the restoration





NEXT DOOR NEIGHBORSAPRIL2018 17

project. First on the agenda: finding a reputable mechanic capable of bringing the car back to its showroom beauty. He settled on Macy's Garage in Tipp City, Ohio, which specialized in "Little British Cars" (LBCs); specifically, Triumphs. "We looked at the place and it was immaculate," Joe says. From February 2012 to July 2013, Joe's '62 TR3B that, fifty years earlier had motored him though Washington D.C., across Hawaii and all points in between, was meticulously brought back to life, piece by piece. "They took everything off the car and completely rebuilt the engine and transmission. They repaired all the sheet metal and replaced the parts," he says. "When we went to pick it up, it was beautiful, better than when it came off the assembly line in England."

Not yet willing to part with the car, Joe drove the Triumph to Virginia where he and Joyce had settled at Williamsburg Landing, a premier continuing care retirement community (CCRC). Here he was able to enjoy the car as he did in its heyday. Joe has driven in the Williamsburg Christmas parade and enters car shows from time to time. "I drive it a little, but never in the rain. Only on sunny days when there is no chance of rain," he says with a laugh.

As a member of the Williamsburg British Car Club, he enjoys getting to know other vintage car owners and sharing stories. They often meet to cruise the Colonial Parkway or Jamestown Island. Occasionally, they take the Jamestown-Scotland Ferry and enjoy a day of motoring through the backcountry roads of Smithfield. Joe and Joyce have a rich and happy life in Williamsburg Landing where they are able to pursue many of their other passions. Joe dabbles in beekeeping, makes beautiful stained glass and volunteers around town, including helping a local elementary school with their garden and trail. Joyce is a talented wood carver, making everything from baby rattles to serving bowls in the community's impressive woodworking shop. "Joyce's parents lived here for 24 years in independent living, assisted living and skilled nursing care. We saw what great care they received and what warm, congenial neighbors they had and knew when we retired we wanted to be here too," he says.

His son visited recently and drove the newly restored Triumph for the first time. "When Jeff was growing up, the junk in the garage always covered the car. He had only ridden in it a few times, so it was cool to see him behind the wheel," Joe says. Jeff now lives in San Francisco on a steep and sunny hill overlooking the city. He and his wife are remodeling their home and adding on to the garage to make room for the Triumph. Space in San Francisco is not easy to find, even for a small British convertible. "They hired an architect and an engineer and called me one day because they needed to know the exact measurements of the Triumph so they could make sure it fit," he says. When the time is right, Joe plans to have the car shipped to California and will fly out to be there when it is delivered. "I'm thinking Jeff should get it before I get too dangerous to drive," he says with a laugh.

Nowadays, Joe Beene prefers to drive in the comfort and safety of his Toyota Avalon. He no longer feels the lure of the road, or the roadster, calling his name, but he does hold the memories of those days dear. When the time comes to pass the Triumph on to his son, he will have no regrets. "It will be hard to part with, but it's time," he says. After all, it wasn't just the car that Joe treasured. It was also the life that he lived while driving it. And that will stick with him even after his garage is empty. NDN



STEPHEN SANDERS



Two for the Road

By Linda Phelps

If you attend local car shows or watch the Williamsburg Christmas Parade, you may recognize Stephen Sanders, but chances are good that you'll better remember his buddy, Klaus, majestically perched in the passenger seat of one of Stephen's vintage Triumph sports cars. The big German shepherd is Stephen's constant companion at home, at shows and in parades.

"We'll be at a car convention, and people will often remember his name before they do mine," Stephen says with a smile. "He's 11, so



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On Rt. 33, 5 mi. East of West Point in Shacklefords • Call 804.785.6291 NEXT DOOR NEIGHBORSAPRIL2018 he's been to quite a few and has his fans."

Stephen's hobby and abiding lifelong passion is collecting, restoring and showing little British cars, fondly known as LBCs. He's been an active member of the Williamsburg British Car Club (WBCC) since 2008. He can often be found driving one of his three Triumph convertibles: a 1980 TR7 (his first LBC), or a brace of TR8s, the more powerful, 8-cylinder version. He still owns almost every car that he ever bought in his 52 years, starting with a 1976 Datsun 280Z, which presently has over 300,000 miles on it. "I have dreams of resurrecting it one of these days," Stephen says, "but it's kind of on the back burner right now." Stephen has only sold one of his cars, a pricey-to-repair 2002 BMW M3, a practical decision he's wistful about to this day. "If you want to use original parts in a restoration, which I do, it gets expensive fast," he says. He decided to stick to his first love and concentrate on Triumphs.

His fascination began as an impressionable sophomore in high school. "I saw a cute blonde girl driving a Triumph TR7, its top down in the Florida sun, and that was it for me," he remembers of his teen years in Fort Lauderdale. "It was a very cool car, and she wasn't bad looking, either!" He learned the basics of auto mechanics in a school vocational course, such as how to do an oil change and make simple repairs. "My dad got interested, too, because he saw me tinkering around, so now I have good memories of us working together on cars."

Young Stephen got a part-time job bagging groceries, diligently saving for his dream car, that TR7 convertible. His parents balked at the idea of their son buying such a sporty little car. "No way! Not if it's going on our insurance!" He thinks that because the car was a convertible, it seemed dangerous to them. "They did allow me to get my Datsun 280Z, though, which is a two-seater sports car, but a coupe that looks bigger. It's also a fun car to drive." He didn't fulfill his actual LBC dream until 1991, after he became a member of the U.S. Air Force.

The practical knowledge gained in that high school auto mechanics class has come in handy over the ensuing years, enabling him to save money by performing all of his own routine maintenance on his numerous cars. However, Stephen leaves complicated repairs and major overhauls, as well as body work, to the pros when it comes to his cherished Triumphs. "I know my limitations," he says with a laugh.

Also parked in the spacious driveway of his home in Danbury Cross is a 1997 Thunderbird, which was his work commute car while he was in the military until he switched to a 2013 Jeep Grand Cherokee. He's been retired from the service since 2005 and now works at Langley AFB for Lockheed Martin. "I'm an Intelligence analyst and basically do the same thing as a civilian that I did for the Air Force for 20 years. It's a classified job, so I can't say much more than that," he says with a smile, "but I enjoy my work."

As a single man, Stephen has enjoyed traveling to different places for both work and pleasure. He appreciates the camaraderie found in the various organizations devoted to the love of old cars. "There's a very enjoyable social aspect to doing this. It's fun to get together and talk with people who share common interests. Within the show community, you often see the same people and get to know them as friends." He's recently pulled back his membership in antique car clubs from three organizations to two. "I had to give up the one that meets in Richmond," he says. "I was trying to spread myself too thin. I'm the secretary of Tidewater Triumph Register, or TTR, my group that meets in Chesapeake, so that takes extra time."

The Williamsburg British Car Club is gearing up for their 19th annual show on April 14th. Held rain or shine, there's always a great turnout for this one, with a portion of the proceeds to benefit FISH, Inc., a nonprofit organization that feeds and clothes those in need. On a less formal basis, Stephen often participates in what's called "Cars and Coffee," where car enthusiasts of all kinds meet up weekly in various cities in the Hampton Roads area to hang out together. "It's not a competition; no registration involved. You just show up. In Williamsburg, we meet the second Saturday of the month in the shopping center parking lot at Route 5 and 199."

During the slow winter season starting in October, Stephen tries to rotate use of his drivable vehicles so they are on the road at least once a month. "Any less than that and the gaskets get dry. You have to keep the fluids moving or you'll have leaks." If you ask Stephen which car is his favorite to drive, he can't say. "That's like asking a parent which child he loves best," he says wryly.

April marks the return of the car show season, and when Stephen pulls the tarps from his vintage beauties to start their grooming, Klaus gets excited. He can't wait for the activities to begin, and neither can his master. Stephen travels from South Carolina to the D.C. area in the course of a season. "Last year I was supposed to go to a convention in New Jersey, but missed it because of a work thing. I just hate it when work interferes with fun!" he jokes.

"When I'm prepping for a show, I start with a good wash. The detailing usually takes all day." He removes the dust and grime, then applies a readily available wax, Meguiar's, and a lot of elbow grease, hand-buffing the exterior for a high shine. He'll then apply a glaze and use the buffer. "For the interior, after I vacuum it thoroughly, I use Armor All, then basic, non-ammonia stuff for the windows. I use a soft tip paintbrush to clean the tight spots, like the grill." This extensive preparation takes place at home in his garage.

"The problem is that our first show is in North Carolina, which means a road trip. Of course, once I load Klaus in the car, he sheds everywhere and leaves nose prints on the glass, so I have to clean it all over again when I get there," he says.

So his boyhood dreams have come true, but does Stephen own his fantasy car?

"No... I can't afford it!" he confesses with a hearty laugh. "That would be an original Shelby AC Cobra, a 2-door roadster that goes for over a million bucks."

For now, Stephen Sanders is content to zip around in one of his beloved sporty Triumphs, heading to the first car show of the season. Next to him, front paws on the floor, explosively shedding hindquarters in the bucket seat and wet nose pressed against the glass, you'll find Klaus. They're both smiling, equally delighted to be together and back on the road again. NDN

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TYNDALL BAUCOM

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Lisa W. Cumming Photography

The Drive for Restoration

By Narielle Living, Editor

Tyndall Baucom loves classic cars, and they have always been an integral part of his life. Today, he restores and drives them and spends time with like-minded people who do the same. "We have a little car club here, but we have no meetings, no dues, no newsletter, no president, nothing," he says.

His wife, Dwala, adds, "We have lunch. You need to get those old cars







out."

Tyndall and Dwala have lived in Williamsburg for almost 22 years. They ended up here because of Tyndall's job. "Fundamentally, I'm a mechanical engineer, but when I finished college I interviewed with Dominion Resources for a job, and I went to work in Yorktown." Tyndall adds that this was in the early sixties. After that he went back to school and got a degree in nuclear engineering, and for a period of time he worked with the Surry nuclear power plant.

"My entire career has been primarily in Virginia, but in the eighties we started doing international work building power plants around the world, buying power plants, and I got involved with that for quite a few years." During the 80s Tyndall worked on the development of a tract of property in Williamsburg. "I spent so much time here I got to thinking why don't we buy a lot here. Then when I retired we had another possibility. We bought another property near a golf course down near Charlotte. We said we'll retire in one of the two. They were both pretty much equal. We said okay, let's build a house in Williamsburg. If we like it we'll stay there. If we don't, we'll build one on the other property. We kept the other property for a long period of time, and we finally concluded this is our home, so we're here."

Tyndall is the youngest of three boys, and all the boys in the family were involved with old cars. "When I was very young I bought my first antique automobile. Back in those days you'd pay 50 bucks for the car and spend a week or month or year, whatever it turned out to be, to get it running. At that time my two older brothers were also working with old cars." At that point in his life he was not concerned about restorations or competition. This was simply a hobby. "As the hobby evolved I continued to work on them. I've always had either a small restoration shop or I was working on cars, even back in the sixties. I worked many long hours, but I was always working on antique automobiles in the garage."

Tyndall says that one of his favorites is the British sports car. "They're kind of unique and were built after WWII. The British continued to make a car that they had in production in the '30s, before WWII. When American GIs went over there they found these cute little sports cars, and they started bringing them back to the United States. All the early ones were right-hand drive, just like the brits had." At that time the market was evolving, and in the years from 1945 to 1948 the British realized there was a tremendous export market to the United States and began making them left-hand drive. "Back in the sixties we had a TF, and we've still got it today," he says. "Before we had kids and we were just starting that's basically the only car we had. We've been dependent on small British cars and sports cars."

Dwala mentions that when Tyndall returned from Vietnam, they bought an Austin-Healey. Tyndall says that the Austin-Healey is very dear to their hearts. "In 1967, the last year they built these cars, I was in Vietnam, and I read somewhere that they were going to stop making the Austin-Healey. I sent a letter to a car dealer in Columbia, South Carolina, and I told him I'm going to get out of this place one of these days. When I come back please save me one, because I really want one.

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Meghan Baldwin is a frequent attendee of many monthly Arc activities. She enjoys our Fitness Program and recently sat on a panel to share her strategies for staying fit with fellow Arc members; she is active in Aktion Club, which provides community service in partnership with our local Kiwanis Club of Williamsburg; she participated in our Day Program, Arc of Abilities, until she started working at Sportsman's Grille. Meghan loves her job bussing tables and serving as a hostess. Meghan has many wonderful Arc friends and enjoys the extra social time made possible by The Arc's door-to-door van service. Transportation is what drives The Arc!

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I came back, we drove to Columbia, and he had a brand new Austin-Healey for us. That's the only new sports car I ever owned."

Tyndall has always worked on his own cars. "I still work on cars like I did 50 years ago. It's just purely a hobby." The cars he works on today are classic cars. "A classic car is not an adjective, it's a noun," he says. "When you say I've got a classic car that doesn't mean anything, but if you want to see if it is a classic car you go to this book called Classic Cars, and it lists all the cars that have ever been made that qualify to be a classic, and then you start competing in the level called Classic Car Club of America. We got into that circuit a very long time ago, and we've been competing since the eighties with people worldwide. The competition is what drives us."

Out of necessity, Tyndall has specialty tools and power equipment that was used in the fifties to make cars, fenders and bodies. "We routinely make bodies from scratch. We start with a wooden frame. They were all wooden back in those days." The older cars are constructed from a wooden skeleton, and sheet metal is then nailed to the wood. "The last non-wood car Ford built was in 1940. The last one that Chevrolet built was 1936, and MGs were 1955."

Although he is a member of many car clubs, Tyndall does not spend a lot of time going to meetings. In fact, sometimes he never goes to meetings, and sometimes he only goes to a few. "This little MG thing is fun, because even though we have a name it's not a club. We don't go to car shows or anything like that. We just have fun."

Restoring old cars is his passion, and at any given time he is working on a number of them. "Now we're on a lot of big Cadillacs, 1930 to 1932 timeframe. What makes them unique is the depression was in '29, and the car market virtually fell apart, especially classic cars. You could go down to the Ford dealership in 1930, for instance, and buy a model A Ford, brand new, for \$375, where these cars at the same timeframe sold for over \$5,000. There weren't many people who had them, usually it was the rich and famous or movie stars, people like Clark Gable."

Then, in 1930, General Motors came out with a 16 cylinder car. "Those cars sell at a starting price of \$1.2 million. In 1931 Cadillac came out with a v12 engine, so you could buy a v8, a v12 and a v16." Tyndall goes on to explain that a two-door convertible is called a roadster and a four-door convertible is called a phaeton. "The phaeton has two windshields and two dashes," he says. "You can sit in the back seat and have your own set of gauges, know what elevation you're traveling at and know the oil pressure. You know everything you want to know."

Currently, Tyndall Baucom plans to continue driving, restoring and enjoying classic cars. "For me, the joy of doing this lies in the research for authenticity and our ability to compete with anybody, anywhere, at any price level. So if I go to Meadowbrook, up in Detroit, Michigan, there could be cars there that people sent to a professional restoration shop and maybe spent \$800,000 to get them restored, and we can beat them day in and day out. I like the competition. When we talk to people we're unique in that we're talking firsthand knowledge because we did it, but they're talking secondhand knowledge because they paid someone." NDN

SIMON WOHLFAHRTSTAETTER



A Passion Driven Job

By Narielle Living, Editor

Simon Wohlfahrtstaetter came to America from Austria about six years ago. His uncle, the owner of Auto Haus, made it possible for him to do an internship here while working at the shop. For Simon, Auto Haus was a perfect fit.

"Like every kid in Europe, I was a car nut, and I always wanted to do something with cars," he says. His internship was scheduled to last for a year, but things were going really well and Simon loved his job. "Here we are, six years later."

At the age of 14, Simon began a four-year school for automotive engineering and electronics, and he finished with a degree when he was

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18. "I did my mandatory military service for a year. In Austria it's mandatory. When I was 19 I already knew I would come to America."

Simon refers to himself as a jack of all trades. His automotive training was on new cars and the technology associated with new models. However, that wasn't quite as fulfilling as working with his true desire: old cars. "My passion was always old stuff. I like everything old, not just cars... motorcycles, antiques, whatever is old."

After working with his uncle for a while, Simon decided it was time to have a real talk with him. He had begun to see a market for working on and restoring older cars. "There was a demand for that in the shop," he says. "No one wants to deal with old German cars anymore. There's just no one around who really gets them, learns about them and knows how to fix them properly anymore. I want to keep that craft going. That's what I try to do. I've kind of devoted my life to keeping old German cars on the road."

In school, Simon had learned the basics about engineering, but the newer car technologies were making everything he'd learned obsolete. Simon's passion was not with newer technology, and he had to figure out a way to incorporate working on older cars into the business. "It actually started with one car," he says. "A customer came in and the car had engine problems. It ended up needing motor work and a bunch of other work. It was a '67 Mercedes 250 SL, a nice little roadster, a perfect little car." The business then decided to work with more classics. Simon began learning about the process through books and conversations, and now he does full restorations.

"I do this mostly by myself, except for paint and body work. That's the only thing I don't do. We do it all in-house, restoring everything from leather interiors and doing upholstery work to refinishing wood."

One of the biggest obstacles and most time consuming task in Simon's business is finding parts. "For American cars, because we do American cars too, it's way easy. You can go online and find everything for a Mustang or a Chevy Camaro and have it shipped in the next few days." Finding parts for an old Mercedes, however, is a more difficult process. "Mercedes says they have everything new for old cars, but the reality is they don't. It's a lot of me talking with people." Simon begins his search by contacting the Mercedes classic centers in Stuttgart, Germany and Irvine, California. "I call to see if they have something I can use." Although he tries to source parts from a variety of places, Simon sometimes refurbishes pieces instead of replacing something with a new part.

If Simon can't find a part he needs then he has to get creative. "A lot of time goes into looking for parts and finding the right ones or having the part made," he says. Sometimes places he previously used has nothing available anymore. "We have about 20 old Mercedes out in the back. I call it the graveyard. That's where I usually take parts off and refurbish them." They also have stock for Mercedes, parts that come from cars made in the '40s through the late '90s.

"I never throw anything away. I take an old part off and replace it with a new one, and I usually put it upstairs and keep it because this stuff is not available anymore."

Simon enjoys working on all types of cars. "I'm really big into detail work. In a Mercedes, if you want to do a correct restoration every bolt has a name on it and sometimes a different manufacturer. The bolt has to come off, get labeled and photographed." In the next step, the bolts get mixed together and sent out to have work done, and they get sent back in a pile. "You need





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to be able to sort them and put them in the exact place they need to go."

When asked about his favorite car, Simon smiles. "My all-time favorite car is probably the '55 Mercedes 300 SL. Last summer I made a trip to Germany to visit the Mercedes factory and Mercedes Benz classic and do some research and learning in Stuttgart. I saw my favorite cars over there, but another one of my favorite cars is my '74 Mercedes, a little baby blue coupe. If you see a small, baby blue Mercedes running around Williamsburg, that's probably me."

Simon's passion for Mercedes is clear when he speaks about the cars. "There's something about the brand, the craftsmanship. They're hand built. When I take a '66 Mercedes apart everything has been hand labeled in the back with a date and a code, and when they put wood inside the car, they put it in piece by piece and trim it. Not one piece fits another car. That's why it's so hard and takes so many hours to restore a Mercedes."

Doing a restoration on an antique car can take a huge amount of time, despite what people might see on television. Restoration shows often portray a complete restoration as occurring within seven days. "Most of the time it doesn't happen in a week, they just make it look like that. For me, I'm pretty much by myself, and I work on multiple projects at the same time. It's usually between one and two years."

Not only does the process take time, but it can be costly. According to Simon, restoring a Mercedes can cost more than the car is worth, and he encourages people to keep their cars in good shape. "A lot of older military people have cars they brought back from Europe. They brought it to different shops, and they hacked up the wiring, or they just fixed things quick or cheap and messed up more, or removed or added lights or random stuff." Simon explains the biggest issue is letting a car sit for a while before deciding to do a restoration. "I understand, because it's not cheap, but that just makes it worse and significantly more expensive if you can't get the parts anymore."

Most of the time, however, people don't care how much it costs or how long it takes, they just want their car to come back to life. "I had two or three of my customers tell me when the cars were done and they were picking them up that they were actually kind of sad. Usually they visited on a weekly basis." Simon has no problem with a customer coming in so he can show them what he's doing. He is currently working on an engine compartment restoration, which includes building the motor and making the engine compartment look like factory again.

"That customer asked me specifically if he could come in one or two days to help me, hands-on, put the motor in. He wants to understand how the motor works, the internals, how it goes together, so he's going to be in here with me."

Simon enjoys maintaining a personal relationship with his customers. He explains that the process, for him, is more than having a car to fix and putting in his work hours. "What I do is more passion driven than money driven. The money is the business side of the deal, but I'm basically doing my hobby for a job. I'm very fortunate my uncle gave me this opportunity."

Simon keeps his work area immaculate, ensuring it is as clean and organized as possible. "I don't have oil spills on the floor or anything. For me it's more like an art studio than a mechanic's shop. I call myself a mechanic, but I don't need a title to do good work. I let my work speak, not my title. I think when people see the finished product that's all that matters. That's what gives me the most joy." NDN

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WILLIAM MASSEY, M.D.



A First Love

By Ben Mackin

Retired internist, Dr. William Massey, remembers everything about the first car he fell in love with as a 10-year-old boy in Smithfield, North Carolina. It all happened because of a car salesman. "Our neighbor, who was the Lincoln dealer, used to call on his girlfriend every Sunday afternoon. He would arrive in a beautiful '46 Lincoln Continental that was dark blue, with red leather upholstery, lots of chrome. That was the first year the Continental was made," Dr. Massey says with a smile.

While he would have been content to admire the automobile from afar, the dating protocol of the day would give him the opportunity to do more than simply look. The young car salesman wanted to take his date, Lila, on



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a drive through the countryside, but the dating practices in polite society required that an unmarried couple have a chaperone. The future Dr. Massey gladly stepped up. "I rode in the backseat every Sunday and chaperoned the couple for about a year," Dr. Massey recalls. Unfortunately for the car salesman and Lila, things did not work out. For Dr. Massey and cars, however, that was the beginning of a love affair with cars that has lasted his entire life.

After the months spent protecting reputations in the Lincoln, Dr. Massey threw himself into the world of cars throughout his teenage years. However, it was not until he went away to college at Duke University when his enthusiasm for cars turned to passion.

"One of my fraternity brothers had a brand new Jaguar XK 120 Coupe," he says. "He would take me out for rides and whatnot, and I'd help him wash the car. From then on I was just smitten by foreign cars." With that interaction, the spell was cast, or more aptly a curse, if you ask Dr. Massey. Since that time he has owned around 18 vintage cars, and out of all of those cars the kind he has come to love the best are the British models. Over the decades since graduating from medical school, Dr. Massey has bought, enjoyed and sold all kinds of classic cars to include a handful of Jaguars, two MGs, a Rolls Royce, a DeLorean and a Bentley.

In his current stock Dr. Massey enjoys the company of a midnight blue 1952 Bentley named Winston and a birch grey 1967 Jaguar Saloon Mark II dubbed Cornwallis. Both his Bentley and Jaguar have the original parts and accessories, from the iconic hood ornaments to the wooden dashboards. Dr. Massey only buys cars in good working order, especially since restoring a classic car can be an endless sinkhole of money if it is done properly. He is the third person to own the Bentley and the fourth for the Jaguar and even has the original bill of sale for the Bentley.

Ensuring that the cars receive regular maintenance, Dr. Massey says he has never had a problem starting the engines despite their age. "The Bentley is old enough to collect social security," he says in a joking manner. He maintains that the reliability one can expect from vintage cars is a bonus in a world dependent on technology. "There is not a computer chip in either one of them," he notes. As much as he enjoys the reliability of his antiques, driving them takes some getting used to. "Neither of these cars has power steering," Dr. Massey says. "They are big and heavy. No air conditioning, the British idea of air conditioning is 4-50. Roll down the four windows and drive 50 miles per hour." The other steep learning curve is the fact that both cars have steering columns on the right side, or right hookers as the British refer to them. "You get a good workout parallel parking a right-hand car without power steering. You've really got to muscle it up, and it took me a while to master that."

One aspect Dr. Massey enjoys the most about his hobby is the community it affords him. "I have found that no one is stuffy," he says of automobile fans. "When going to shows or club meetings, all that matters is that you are a car person. If you are a car person, just sit down with other car people and let the words flow."

Dr. Massey has enjoyed membership in several national and state car clubs dedicated to various car classifications and models and was the president of the Virginia DeLorean



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Association for a time. He is also a regular attendee of car shows all over the United States and abroad. One of his favorite events is the Geneva Motor Show in Switzerland, which has been held annually since 1905.

While he genuinely enjoys traveling to shows, he has an affinity for car shows closer to home. He participates both as a spectator and by putting his cars on display. The local shows have provided him with friends, contacts and even patients. "My interest in cars has allowed me to meet people," Dr. Massey says. "I participate in local shows like the one put on in Merchant Square every June. It gives me a chance to talk cars, kick tires and have a good old time."

These groups invite people from all walks of life to come out and learn about the cars whether they own one or not.

As much as he enjoys spreading his love and knowledge of vintage cars, Dr. Massey cannot resist having a little fun with the uninitiated. "One lady asked me what kind of gas mileage the Bentley gets." He responded jokingly, "Gas? I fill it up with Chivas Regal." The lady went on to mention how expensive it must get to run a car on expensive scotch. Dr. Massey continued with his tongue-in-cheek line, "'Nothing is too good for my car.' I laughed when I said it, but I never corrected the notion. A while later I heard through the grapevine that I was burning Chivas Regal scotch in my Bentley." Dr. Massey shrugs and continues, "The car does not hiccup, so that is a good thing."

Going forward, Dr. Massey is content with his current collection and enjoys taking them out weekly. "It's just like with my patients. I used to get on their case and tell them to go exercise, and I apply the same rules to my cars."

Of all the cars he has owned to date, there is still one near the top of his wish list: a 1946 Lincoln Continental, the car that was his first love. "I keep looking for one in good repair, but they are few and far between."

Whether he finds his Holy Grail or not, the list of vehicles that have passed through Dr. William Massey's hands is not too shabby. When asked which one he loves the best he responds unequivocally, "I have loved them all. I don't think of myself as an owner of vintage cars. I feel like I am a caretaker of the next generation." NDN

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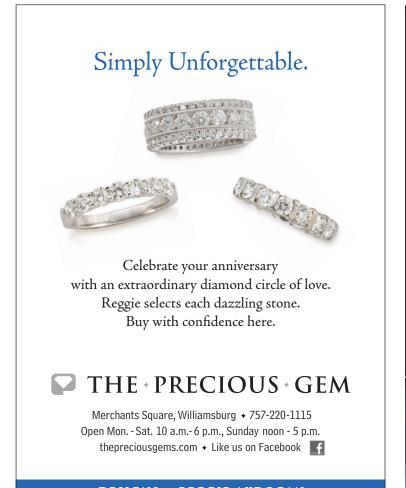
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RAY VAN COTT



FOR THE LOVE OF DRIVING

By Gail Dillon

Ray Van Cott considers himself a lover of classic British and German cars but enjoys them for different reasons. "The fun of owning a British car is diagnosing the problem and then mastering it and moving on," he says with a rueful grin. "German cars are engineered so well, but they don't have as much soul."

Luckily for Ray, he gets the best of both worlds between his classic 1980 Triumph TR8 and his "daily driver," a 5 Series BMW. Although he considers himself a "car guy," he



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says he hasn't owned as many vehicles over the years as some car enthusiasts do. "I tend to keep cars," he explains. "Even when trends change, I don't."

Ray was born and raised in Long Island, New York, attended college at the University of Dayton before joining the Army as an Infantry officer. He and his wife, Helen, and their two young daughters were stationed outside of Heidelberg, Germany for four years, which perhaps enhanced his appreciation of German engineering. "I'm in love with the five series," he admits.

As a young child, Ray was interested in race cars and loved building model engines. He owned a 1954 Ford Fairlane when he was a teenager and remembers saving money by purchasing cases of used oil for \$2 because just driving it to and from his high school burned oil.

"Cars were not engineered the same back then," he says. A dealership near his house sold MGs. "I thought they were the coolest thing. They looked like they were built 20 years earlier and yet they were new cars." He bought a 1952 MGTD, beginning his love affair with British cars.

"I did more mechanical work when I was younger than I do now, but that MG - I had no money when I had that car," he says. "I did a lot of trial and error work on it." Using baling wire to hold the muffler together and keeping "gas from shooting out" due to misaligning the carburetor are just two examples of his education in auto mechanics. He even jokingly credits the vehicle for winning over Helen years ago. "She went out with me in my MG. That old car did it," he says with a smile.

Although he still likes to do some hands-on repairs, there is one thing he won't do anymore: put together engines. "I don't like pieces left over."

After an honorable discharge from the Army, Ray and his family returned to New York. His career in operations and technology, culminating in his position as a Regional Chief Information Officer for Mellon Bank, kept him on the move. "When we moved to New York, I had to drive to my divisions in many different locations. I leased those cars." He and Helen, who have been married for 48 years, have two grown daughters and three granddaughters living in Texas. Williamsburg became their home 10 years ago, specifically Ford's Colony. "We knew we wanted to be on the East Coast and we wanted to be near the water," he says. "We spent a lot of time looking. We vacationed here with the kids when they were very young and always found a way to come back. We finally said, 'why not?""

Ray bought his TR8 from E-Bay six years ago, picking it up in New York. "I drove it down the turnpike from New York to here," he says. Calling his Triumph a "modern classic," he cites its many attractive features including power steering, factory air conditioning and a sturdiness that many cars of its era don't have. "Even though it's 35 years old, my car can cruise all day on interstates at 80 or 90 miles per hour while MGs can't. They weren't built for that."

Ray explains that Triumph used to compete with MG, but in the 1970s it started to differentiate itself by modernizing for more reliabil-

ity. That initial effort produced the TR7, a model with which he is not impressed. "You drive it off the lot, but you may not make it to the first turn," he says. The TR8 features a V8 engine and an updated transmission. There are only two years of this model made, 1980 and 1981.

When he picked up his Triumph, it had 26,000 miles on it, as well as a "bad paint job," a top that needed work and a torn seat. Ray had it painted a classic bottle green shade and refitted the interior with a retro plaid pattern. He still enjoys tinkering with his "baby" but admits sliding underneath the carriage to do the work isn't as effortless as it once was. One recent repair he made was to the headlights, and it took him 200 hours to fix them. "It's the most convoluted engineering feat to make those headlights go up and down," he says.

Ray is a member of the Williamsburg British Car Club, a group comprised of about 65 people. "Almost everyone in the club owns some type of British car that is considered classic," he says, adding that most have MGs, while many of the others have Morgans. "The Morgan is a hand-built car that is still made by hand today," he explains. "It still looks like it did back in the '30s and '40s." Members of the club meet once a month and, not surprisingly, their cars and their latest renovations are the topic of conversation. One of the places he loves to bring his TR8 is the annual Ford's Colony car show held in Market Square each June. Calling it "very, very good - one of the best in Virginia," Ray says the Invitational draws a crowd of thousands, and the featured cars get plenty of visibility.

After he retired from Mellon Bank six years ago, Ray found that he didn't miss the constant commuting, but he did miss the routine and predictability of his schedule simply because he'd been doing it for so long. Now he stays busy with a variety of hobbies, in addition to driving and tinkering with his cars. He is deeply involved with genealogical research, thanks to his Dutch surname which dates back to 1654 and New Amsterdam. As he's gotten older, he became the expert by default. "Some people in my family kept everything, so I've got land grant deeds from the 1750, and I've got a Revolutionary War letter from a guy who signed up to be a Minute Man in New York City. I've got all this stuff to take care of." He also likes to bowl and play golf and is on the Security Committee at Ford's Colony. Helen stays active with the garden club, golf, bridge, and she is a member of the Daughters of the American Revolution. Ray says his wife likes cars, "but especially likes cars that have no problems." He chuckles while relating that throughout the years, they have learned to compromise over riding in the car with the top down (his preference) versus rolling the windows down (her preference).

When asked about his dream car, Ray Van Cott says it is the Jaguar XKE convertible. "To me, that is the sexiest, prettiest car ever built," he says. But when it comes to a more practical daily driver, a Mercedes S series would be his top choice. He admits that at times he is tempted to sell his TR8, mainly for practical reasons. He had orthoscopic knee surgery last November, making it more challenging to press on the clutch. "But it's just so much fun to drive," he says.



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Next Door Neighbors Business

Entrepreneur Inspiration

By Greg Lilly

"When I think back to 20 years ago," Wendy Kuhn says, "when I started my own business, living in a little apartment, a single mom with two kids, I remember feeling totally alone. I wished I had someone to call to ask questions or to help point me in the right direction or just to have some support. I didn't have that. But, I had my 'why'. Why was I doing this?"

Today, Wendy is on the board for Ignition

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(a non-profit 501(c)3 business accelerator), as well as being a writer, inspirational speaker and workshop leader. "I've been everything from a French pastry chef to owning a healthcare clinic. It has all led to what I do now."

Wendy was born in Saint Louis, Missouri. "I grew up all over - St. Louis, Texas, Washington, Arizona and outside of D.C. My dad was an FBI agent so we travelled and moved quite a bit." She has lived in Williamsburg for the past eleven years. "I wanted a better place to raise the kids. I was living in Phoenix and wanted to experience four seasons again. I love the community here."

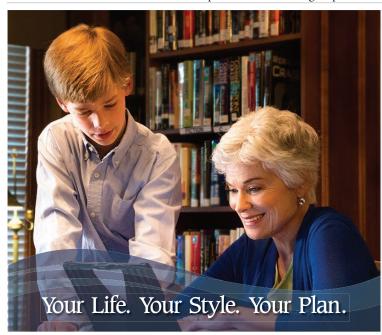
Writing, leading workshops and sparking inspiration with public speaking have always been goals for Wendy. "I had to finally push myself to get into public speaking," she explains. "Joining Toastmasters was huge for me. My goal this year is to win the World Championship of Public Speaking. I won the state competition last year. That's when I discovered my love of public speaking and connecting with people. Being able to share my stories to inspire. That motivates me. I love to be that channel of inspiration for people."

At a recent workshop, an attendee thanked Wendy for motivating them to make a change in their life. "They had really done it themselves. I'm just the little vessel of inspiration that gives permission to say 'yes, I can do it.' Helping others achieve their dream led me to join Ignition."

Wendy met Lance Zaal, Ignition board member and local entrepreneur, several months ago. "I'm a strong believer in the idea that what you put out there comes back to you," she says. "The first two weeks of every year, I spend in full immersion of planning my year. What I will do, why I want to do it, what I want to change - a whole business plan for the year. I had all these new ideas, and I wished I had a way to be part of a mastermind group. I wanted to share with people." She thought maybe she should start a women's entrepreneurs group. "Not two days later, Lance messages me and asks what I thought about starting a women's group. Wow! Yes, let's do it!"

Wendy and Mary Beth Gibson, co-founder for Beyond Boobs/Here for the Girls, have created the group called She Owns It! "We both wanted to start this program. I didn't want it to be just women gathering together and networking. I wanted it to be beyond that. I wanted it to be educational with a take-away from every event where we learn something or meet someone who gives inspiration for new ideas." She describes the group as a way to connect with other women with the same objective of wanting to succeed. "Starting and maintaining a business takes courage. I've been an entrepreneur for 20 plus years," she adds.

The main reason Wendy started her own business 20 years ago, her 'why', was she wanted to stay home with her children. "I started a home business where I did medical billing. Those were some of the greatest times, struggling, but doing it. I waited for the kids to take a nap and that's when I worked. I worked while they were sleeping and even at night. You just make it happen. You make it work. I would love to boost other women. Whether they are starting out or have been in business for 20 plus years, I want to provide that support for them. Sometimes it's just needing that cheerleader.



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Yes, you can do this."

The She Owns It! group will meet the second Wednesday of each month, 5:30 – 7:30 p.m., beginning with an open house on April 18 at Ignition on Richmond Road. Wendy says there will be networking, a speaker, Q&A and a question of the month with a panel.

Another inspirational event that Wendy is excited about is Virginia Shark Tank 2018. Wendy will emcee the event on April 14, 5:00 – 11:30 at the Stryker Center. Similar to the popular television show "Shark Tank," the local version consists of entrepreneurs pitching their start-up businesses to investors and a panel of judges.

The event helps raise money to support start-ups in the area. Ignition raised \$200,000 last year from the event, and that investment money enabled the entrepreneurs to grow their business and create more jobs. "It helped inspire more people. We want to be able to show people that they can do it. It also showcases the people who are creating awesome things in the community." Virginia Shark Tank highlights people passionate about their businesses and who can excite others to join in their vision. "It's private money investing in real companies." The evening starts with the Stryker's exhibit area filled with start-up companies and the entrepreneurs discussing their services and products with the event's attendees. The presentations begin with the entrepreneurs pitching to the Virginia "sharks," local mentors and investors. Probing questions, sharp and honest feedback define the interactions, while Wendy keeps the evening fun as the emcee.

"With the mentors that we have, entrepreneurs talk through their ideas, receive encouragement, inspiration and see that others have done it," she describes. "This interaction reminds them of their 'why.' I teach workshops because I want people to evolve and become the best version of themselves. That inspires me. It is getting to that core of who they are and reminding them that they can do it. Shark Tank Virginia serves that purpose and the public can be part of it." Through the rest of this year, Wendy has inspiration to share. "First, being part of Virginia Shark Tank. Secondly, starting the women's entrepreneurs group She Owns It! is going to be great. It will be nice to gather us all into one place and learn from one another. I'm excited to meet the women. I'm excited about finding speakers to come in and teach in an atmosphere where we can learn from one another and support one another. That is huge."

Thirdly, Wendy has her sights set on winning the Toastmaster's World Championship of Public Speaking. "That's my big goal. I have four rounds to go to find out if I make it to the finals. I do these contests because it is a way for me, number one, to be the change I hope to see in the world. If I can get up there in front of hundreds or thousands of people to give a little inspiration to change their life, I love that. The other thing is how a diamond is formed under pressure. I get in front of those judges to put pressure on me to perform better, not just to be a better public speaker, but to become a better person. That's my goal." NDN



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Appalachian Trail Triumph

Christen Poling and her family took trips to the Virginia mountains to see the fall foliage or to visit her aunt. During these times, Christen saw hikers travelling the Appalachian Trail. "My aunt lives in one of the trail towns along the Appalachian Trail. When hikers come to an intersection of a road on the trail, that's

By Greg Lilly

an opportunity to get a hitch into town to get supplies and food, sleep in a bed for a night, and maybe get a shower. My aunt lived in one of those towns, so we grew up giving rides to hikers."

Her cousin hiked part of the trail, and there was always talk of doing the full trail that is

2,190 miles. "That's when I learned how big the Appalachian Trail really was," she says. "I knew there was a trail, but I didn't know it was so many miles long. When I found out how big and grand and glorious it was, I wanted to do it."

Christen attended D.J. Montague Elemen-



tary School, James Blair Middle School and graduated from Jamestown High School in 2014. "After graduating, I worked and saved money. I've wanted to do something like the Appalachian Trail since I was a kid."

This past June, Christen made her trek.

"There are all sorts of ways to do it. I did the whole thing, from Maine to Georgia," she says. "The logistics of starting up north is a lot harder because the terrain and mountains are more rugged than down south. If you are a beginner hiker, you may want to start south and work your way north. I'm an overachiever. I wanted to knock out the hard part first."

The northern start of the trail is in Maine's Baxter State Park and is the state's highest peak. "Katahdin is the start of the trail. The mountain is no joke. Above the tree line is pretty exposed, and it's about five miles to get to the top." Katahdin's elevation is 5,267 feet above sea level and the timberline is about 3,500 feet. The rocky terrain, elevation, isolation, exposure to the elements and distance test the best of hikers.

"Honestly, it is hard to prepare for a thruhike because you can be physically ready for it, but a lot is mental," Christen says. "The nice idea fades away when you get to the point that you know you have to get up in the morning and hike so many miles, day after day. It really is a mental thing. Some days you don't want to get up; some days it's cold; some days it's raining. A bad day on the trail is better than a good day at work. I love being outside. I love nature. I want to be able to push myself mentally and physically."

A concern that her parents had, along with other family, friends and neighbors, was the safety aspect of a young woman hiking alone on the trail. "Me? I wasn't concerned about it. I feel the trail is a safe place to be. I ran into a few bad apples, but as a general rule, everyone is nice, very trustworthy. Hikers look out for each other. Everyone is scared about bears. Bears are more scared of you than we are of them. They are terrified of us. They run away. I saw seven, total, along the trail. Most were in Virginia." Her journey took five months, precisely, from June 20 until November 20, 2017. "I didn't plan it to be exactly five months, I just happened to end on that day of the month. I wanted to finish before it got too cold," Christen explains.

Not one to get overly analytical about the hike, Christen says she didn't log the days or plan how many miles to accomplish before she started each morning. "I just walked. I got up when I wanted to get up and stopped when I wanted to stop. Some days, I would do thirty miles, other days, I'd do five miles. There's no need to be stressed about being outdoors and hiking." Part of her mental preparation for the thru-hike was to be in the moment. She didn't try to hit particular milestones by certain times. Her mindset was to embrace being in the woods and experience nature.

"If you are on a thru-hike and think you have to do all of it - that can be overwhelming. 'I have to walk all the way to Georgia!' I break it up into sections. When I made it to a certain section, I might celebrate by buying myself a nice meal. That gave me smaller goals. Thinking about hiking over 2,000 miles can be daunting. I kept thinking I would walk to this location, then to this location. That makes it more enjoyable."



NEXT DOOR NEIGHBORSAPRIL2018

Once she made it through the rugged northern part above the timberline, she hiked through the forest, thick with trees. "The nickname for the Appalachian Trail is the Green Tunnel," she says. "A lot of time I hiked through woods. Some people say it can get boring and monotonous without wide open vistas along the trail, but for me, I love being outdoors. I find the forest and woods beautiful in their own way. I don't have to look at a grand vista to say it is beautiful. I can look at a butterfly or a flower and say it is beautiful. I'm into ecology, plants, animals and the ecosystem."

Seeing how the forests changed from north to south intrigued her. "Up north, there are a lot of pines and evergreens. Farther south, it's more of the angiosperms, like oaks and that sort of thing. I liked seeing the change in environments."

One of her favorite sections of the Appalachian Trail is the White Mountains of New Hampshire. "If someone didn't want to do the entire trail, I would suggest hiking the White Mountains. They are absolutely gorgeous. That is where you get those big vistas. A lot of it is above the tree line where you get 360 degree views. I loved southern Maine for that aspect as well. The rugged mountains are hard hiking, but once you get up to that mountain, it is breathtakingly beautiful. I got up there and no one was around, no buildings in sight, just trees and lakes as far as I could see."

Heading south, she entered the familiar territory of Virginia. The summer before she started the thru-hike of the Appalachian Trail, she backpacked for a couple of weeks along the Shenandoah National Park section of the trail. That was a success and she enjoyed it, so that was her testing ground. Coming back through it felt like home to her. "It was good to see those areas again and know exactly where I was. When I went to resupply, I knew where the stores and restaurants were. My best friend came to visit with me at Waynesboro, and she took me out for lunch. My brother and dad joined up and hiked with me for three days."

The most difficult time for Christen was that first week, getting into the physical and mental states necessary to hike the entire length of the trail. "Coming down Katahdin, my feet hurt so bad. I thought maybe that was normal, but right after that there is another hard section of the trail, a hundred mile wilderness. All of my toes turned black. My shoes were too tight. My feet had swollen a whole shoe size. I started the trail in a size six and ended in a size eight." She ended up cutting out the toe of her shoes to get them bigger until she could get into a town to buy new shoes.

Today, she is working and saving money for her next big adventure. "In June, I'm hiking the Continental Divide Trail." The Continental Divide Trail stretches 3,100 miles along the spine of the Great Continental Divide from Canada to Mexico. Christen will be hiking southbound again, this time starting at the Canadian border. "The Continental Divide Trail is a lot different than the Appalachian Trail because it goes through the Rockies and San Juan Mountains. There are a lot of exposed ridgelines. It's more dangerous because of thunderstorms, snow and grizzly bears." NDN

To catch up with Christen's travels on the Continental Divide Trail follow "TrailLegs" on Instagram.





Every Face Tells a Story

By Greg Lilly

Norah Peterson paints to show the personalities of her subjects and the complexities of individuals. Her paintings were recently awarded the "People's Choice Award" at the Williamsburg Contemporary Art Center's 15th Annual High School Student Show.

She says that she has drawn and painted for as long as she can remember. "My parents have





photo albums with pictures of me in front of a toy easel with my paints," she says. "Most kids paint and draw at an early age. Some kids get over it, but I kept going."

Her first serious drawings were inspired by the anime style of Japanese animation. "I was a big fan of anime and wanted to be a 'manga' artist." The skill of the animation and comic book artists with their characters amazed her. "They knew figure drawing so well that they could just draw from an image in their head no reference or model."

She concentrated on anime artwork until her parents asked if she wanted to try more realistic drawing. They enrolled her at the School of Art on Monticello Avenue. "I went there for a fair amount of years and everything escalated. I started with pastel drawing, where they taught basic shapes and how to loosen my arm. I needed that because little kids tend to draw cartoons with dark and rigid strokes. I learned to use my whole arm in drawing and to stay loose and understand the shapes. That's what launched me and helped me grow with art."

Young children tend to concentrate on each

line of a subject, Norah describes, not on the basic shapes that create the image.

"My art education began with the School of Art showing me how to look at a picture and decide on the basic shapes. We did pastels, pen and ink drawings and oil painting. I really liked the figure drawing course." She had started her classes at the age of 11 and her anime style characters were replaced with still life drawings, focusing on shapes, and then her artwork turned to capturing faces.

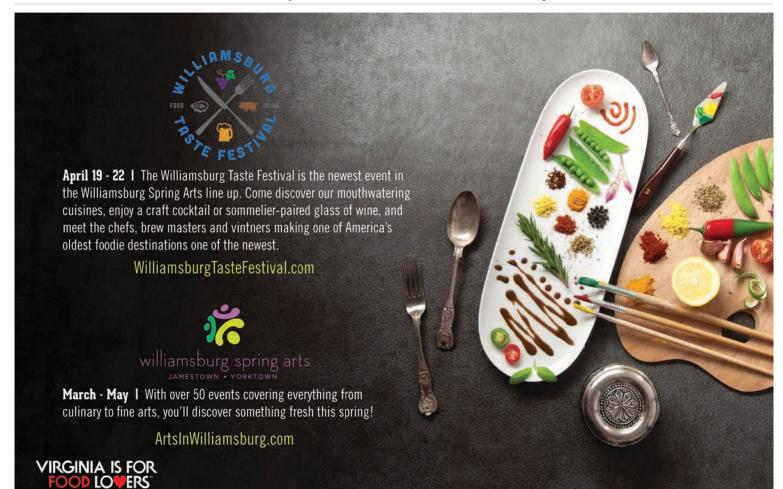
"I started drawing a lot of faces. At home, I would practice portraits," Norah says. "In the Art Foundations course, we drew a portrait of ourselves three times, once at the beginning, then at the middle and finally at the end of the course. Looking at the beginning portrait and the end one showed so much improvement. I could see my beginning in anime because I drew very large eyes in the first one. Gradually with the more I learned, I became more realistic in my drawings without realizing it."

While attending Warhill High School, Norah took more and more art classes. Ms. Barbara Stephenson, her Warhill art teacher, encouraged Norah. "I took drawing and painting, and I'm in studio art now with Ms. Stephenson."

For the High School Student Show at the Williamsburg Contemporary Art Center, Norah submitted two portraits she had painted of friends. "One is a portrait of my close friend, Katie. She is beautiful and introspective. I wanted to capture that quiet, intense beauty. Another is of my friend in the portfolio course with me, Marion. She is one of the nicest people I've ever met. I wanted to show that sweetness, softness and heart."

Although she knows her friends well, this does not restrict her creativity. "The thing is to get the features that make them unique." This may be a physical feature or an expression or an attitude.

"I want to paint something with character, something that displays emotion. The reason I find painting portraits easier than a landscape is because it is so complex, and I understand the complexities. That makes it easy," she explains. "But when something is simple, like drawing a door, trying to get the line right can be frustrating to me."



Every face is different and displays so much character to Norah. "I've seen some very curious faces," she adds. "The face just stands out from everything else. I like to capture the unique beauty within. Even if a face might blend into the crowd, they are all different and I want to capture that." Faces that blend or soar, Norah determines the features that make the person significant.

"A lot of people say the eyes make a face memorable. For me it's not the eyes, but everything around the eyes, the eyelids, the creases around the eyes, but mostly the eyebrows. Eyebrows show so much emotion."

Norah's favorite medium is oil. "It's easy to work with, like spreading butter on canvas. Acrylic dries so quickly, it's hard to get anything done. Oil has a certain look to it. You can see and almost feel the paint strokes."

With her senior year at Warhill High School winding down, Norah looks forward to the fall and her college years at William & Mary (W&M). "I'm really happy with my early acceptance to W&M because they have an excellent art department. W&M has two painting

teachers who focus on what I love: light and color. They have an excellent staff and resources." Norah was also one of only five high school students in the state who received a fellowship from the Virginia Museum of Fine Arts. "That is going to help a lot."

With college on the horizon, Norah has her eye on becoming an artist with paintings selling in fine art galleries. "I understand artists have to work to get there and probably have to do something else for a steady income," she says. "There are so many different fields for art, so many different jobs involving art. I want to learn more at W&M. I want to do something with art, but I want to know what I can do realistically leading up to that goal of selling my paintings in galleries."

Her drive for expression and desire to have outlets for self-expression keeps her art moving forward. "I sometimes have deep thoughts that I like to express. I want to create something that has meaning to other people and show that communication is important and can be so much more than talking. In this era, with the increase of technology, no one talks to each

other anymore." Her intent is to express and reflect her feelings visually through her art.

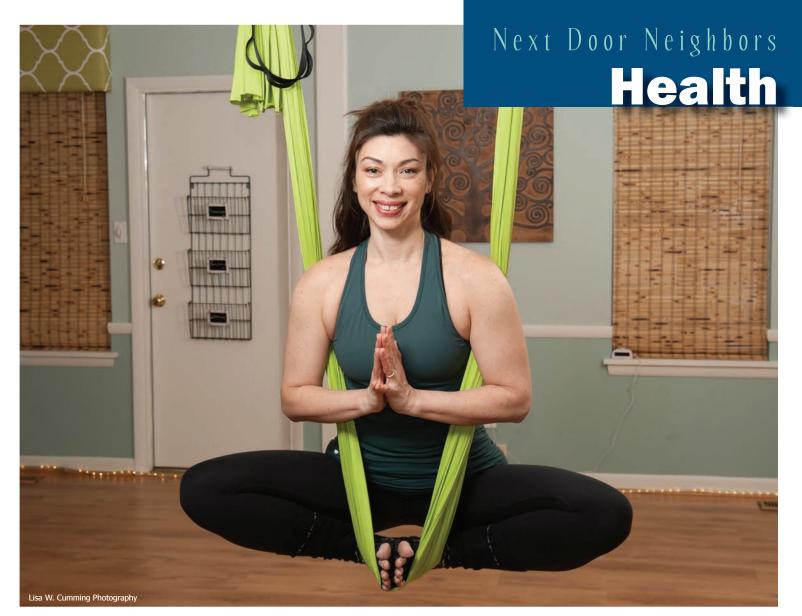
"I want to have people see my art and think something different than the norm." She realizes that with social media and reality shows, many people are extremely focused on themselves and the way they look to others. "I want people to think of something outside of themselves." Her portraits aren't glamour shots for the selfie-generation. They show deeper character, intricacies that make each person individual.

"We just finished reading Hamlet in English class. It's one of my favorite stories. I kind of saw myself as Hamlet, because he was the only character who was really self-aware of bigger things in life," Norah Peterson explains. "He was considering all these complexities that everyone else in the royal family didn't understand or want to understand. Hamlet was thinking about life, equality and justice and what that means in the world. What do these concepts mean in my life? I want to be the Hamlet, who instead of fighting people, creates art to show different ideas." NDN



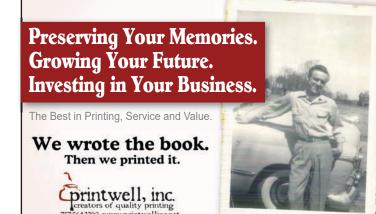


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A Workout with Aerial Yoga

"It is fun," aerial yoga instructor Lia Bollinger explains. "For some people that weren't sure about traditional types of yoga, this may be a way to introduce them to yoga in a fun format." Aerial or Float Yoga incorporates a hammock or "silk" to cradle and support the body off of the floor while doing yoga pos-





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tures.

Lia describes herself as a "military brat." Her parents moved the family frequently. "I was born in Alabama, and then we bounced around from Alabama to Mississippi, Japan, Ohio and Hampton. I would say Hampton, Virginia was the first place I remember as a child. That was first through third grade for me. My dad was in the Air Force, so every three years, we were stationed somewhere else. From Hampton, we moved to Northern Virginia. Except for Williamsburg, Northern Virginia was the place I had lived the longest."

She enrolled in William & Mary to study art. "I met my husband my junior year of college. We were married at Wren Chapel. We had our kids at the old hospital. My husband, John, grew up in a small town in upstate New York and has a very good sense of 'home' and community where everyone knows each other and have a history together. Growing up, I didn't have that. It was very important to John to have that for our family. This is our home base."

After Lia and John were married, he went to law school in Michigan. Lia stayed in Williamsburg and took a job with a Richmond advertising agency. "Shortly after, I was pregnant with our first child and became a stayat-home mom. I started working out at the Y when my kids were in preschool. A friend asked me to try yoga. This was about 2008. I liked it and went for more training."

She went through a program from YogaFit to become a certified instructor. The Y had an opening for a yoga instructor, and she started sharing what she enjoyed with her friends and neighbors. She has taught at the Y since 2011. Today, along with the Y, she teaches at Iron-Bound Gym and The Inspire Studio.

"It truly is a journey," she says. "Yoga has that ability to still everything and give you perspective. I was beginning to get a larger view, a more honed perspective of what is important in life when I worked in advertising and realized: it's only laundry detergent. Working in

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a marketing and advertising environment, it is easy to get a skewed perspective, thinking things are more important to life than what they actually are. Yoga brings everything back, distills things. You can see what is important, authentic and true for you."

One of Lia's fellow yoga trainers has a studio in Pennsylvania. Lia had seen some social media posts about the training available for aerial yoga and decided the course looked like fun.

The practice of yoga breaks through boundaries that people may have set for themselves, boundaries of challenges they are willing and not willing to confront. "We tend to confine ourselves by what we like and don't like," she explains. "Yoga questions those boundaries. For me, it did. Before, I might have looked at the aerial yoga and thought it looked neat, but it wasn't for me. Now, I look at it and think it looks fun, and I'm willing to give it a try. So, I went up to Pennsylvania and did the training. It is wonderful!"

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TRY GROUP FITNESS WITH A FREE PASS FROM AMFAMFIT.COM While aerial yoga is enjoyable, doing this activity requires a lot of strength. "There is a push and a pull to the aerial hammock. You push your body against the fabric, but you are also pulling against it to get the stability. You have to counteract and engage. We find that certain yoga postures done on the mat become more difficult in the hammock and vice versa. Certain yoga postures that are difficult on the mat become easy when there is no gravity. This was a new modality to move the body and explore the differences in the postures."

She completed her aerial yoga training in 2014, but there was no place in Williamsburg offering the classes where she could teach. Unlike yoga on a mat, aerial yoga requires the hammocks (or silks) and the supports to hold them, so upfront costs were associated with setting up a space for the classes.

"I bought my hammock and practiced in our attic," Lia says. She spread the word about the new form of yoga. Anna Bennett of The Inspire Studio had also heard about aerial yoga and had bought several hammocks. She called Lia to start teaching classes in the fall of 2016.

As more people saw this form of yoga, Lia began to acquire more students. "I started with teaching fundamental classes. I wanted to make sure people were safe when doing this. Now, I feel like I can get students familiar with it quickly and have fun."

Some people are cautious, while others embrace letting go and "flying" with the hammocks. "My challenge as an instructor is make sure the person is controlling the movement and not just swinging. It's a tool just like a yoga block or a mat. It allows the person to access a posture that they might not necessarily get into or to get deeper into a posture that the body is already familiar with." Students are able to invert and go upside down in the hammock. "That helps decompress the spine," she says. Just lying in the hammock can create the sensation of weightlessness.

"Just as yoga has become more popu-

lar, newer modalities develop, like AcroYoga where you are doing acrobatic moves with a partner. Yoga morphs into new forms. There's paddleboard yoga and hot yoga. These different ways to move the body create new sensations and form an additional mind/body connection."

She is an advocate for aerial yoga and encourages her friends and neighbors to try it. "It feels good for me physically. I like it because I can feel it in my spine. There is also the challenge of using the hammock with postures in a new way. The mind-body connection engages in different ways with the aid of the hammock while using the same yoga poses."

Lia Bollinger explains that as a society we have become disconnected from ourselves and our bodies. "Yoga is a way to bring back that connection. Aerial yoga is a great way to do something that is fun and comfortable and resonates with people. Maybe that's part of the draw. It's fun, and it's a workout that doesn't feel like a workout." NDN



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It's Ale Good: Craft Beer Festival

By Greg Lilly

"We have sold out in advance every single year of the Williamsburg Craft Beer Festival," Scott Kucinski says. "We have never sold a ticket at the door. The response was excellent that first year in 2013. We have been in the same location at City Square, between the library and the Stryker Center. That location has turned out to be a hidden jewel for events." The last Sunday in April, the 29th, is the day of the beer festival.

Scott explains that the festival started as a





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collaborative fundraiser between the Young Emerging Professionals of Williamsburg and the Williamsburg Rotary Club. Scott had joined the Young Emerging Professionals (YEP) of Williamsburg when he moved to town to work with Sotherly Hotels after college.

"YEP is an organization that gets young professionals in town involved in charitable work, civic projects, professional development and social activities," he says. "I became involved first as a member then as a board member. I was in charge of our social calendar." The group had organized a cornhole tournament to raise funds, but the popularity had waned. The YEP wanted to come up with another big idea. "We started brainstorming on ways to create a larger fundraising event. We talked to Sean Driscoll at the Williamsburg Rotary Club. Sean and the Rotary Club were thinking on similar aspects of a big event and something that might attract a younger demographic to Rotary. The partnership was born, and we came up with the Williamsburg Craft Beer Festival."

Scott grew up in Erie, Pennsylvania. He

came to Virginia to attend Washington & Lee University, where he played football and contributed to the Lexington community as part of a fraternity. After graduation in 2004, he started working with Sotherly Hotels. "I went to school with the chairman's daughter. This is where the family company is headquartered. I've been with the company since that time."

Scott and TowneBank's Mike Franks, both with the YEP organization, along with Sean Driscoll, from the Williamsburg Rotary, were the co-founders of the Craft Beer Festival. At the time, they looked for someone to help guide them through the maze of putting on a beer festival as a fundraiser. "The year that we started, 2013," Scott describes, "that prior summer, the DOG Street Pub did a beer festival. That was the first one I knew of in Williamsburg. I went over to Michael Claar, who was the manager of DOG Street Pub at the time, to pick his brain. He gave me the roadmap to creating a beer festival. That was a big help to get us through the regulations and details."

The first year, they set the limit of festival attendees at 750 to try out the logistics of the locations and their operational processes. "To have those 750 tickets sell-out before the event—wow, we were ecstatic with that. Now we are selling about 1,200 tickets. We went from 750 to 1,000 to 1,200." Scott wanted to make sure the event didn't get too crowded for the space and have a negative impact on the ticket holders.

"That's been our goal: to make it fun and not get overcrowded. We've heard people say they were glad there were no lines, plenty of space and a lot of different areas to hang out. You can hang out under the tent and circle around to the beer tasting areas, visit the two food trucks and the band stage. It doesn't feel packed, but is a fun, lively event for the community. That's what we're going for." This year the food is scheduled to be provided by Prost Food Truck from Waypoint Grill and from Old City BBQ. Scott says there are two ticket levels. General admission tickets give access to the festival from 1 - 5 p.m., and a VIP ticket allows early

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access for the VIP hour from noon to 1 p.m., which includes special limited-batch beers and free select food items.

"The festival will have about 36 core beers and four VIP beers tapped at the VIP hour," Scott says. The festival focuses on Virginia breweries and beers, but also has some up and coming craft beers from all over the country.

"When we first started this, we had to go nationwide to get the beers. There were a good handful of Virginia beers to select, but over the five years, that has really evolved. We've grown from twenty beers and now will have 40 beer offerings." The beer offerings are about as extensive and wide-ranging as people expect at a quality craft beer festival with the focus on Virginia breweries first then great beers from other locations that may be added.

"Alewerks has been with the festival since we started," Scott says. "Virginia Beer Company opened year three of the festival, so last year, year four of the event, was the first time Virginia Beer Company was poured at the festival. Brass Canon was poured last year as well. So, we had three local craft beers in year four. This year, we're shooting for all five area breweries, including Amber Ox and Billsburg. We hope to sign all of them up."

Oceans & Ale is the band sponsor and has booked Anthony Rosano and the Conqueroos. "They are out of Norfolk and play at a lot of large music festivals. They are a great bluesrock band that will really entertain the crowd."

Four main charities benefit from the festival in addition to the Young Emerging Professionals and Williamsburg Rotary, who plan, manage and present the event. "The charities include CDR (Child Development Resources), Literacy for Life, Avalon and Here for the Girls/Beyond Boobs," Scott says. "We share every penny of profit across the six organizations. Luckily that profit has been growing every year. It's nice to give back to these organizations."

Many aspects of the event keeps Scott energized into the fifth year of the Craft Beer Festival. "I enjoy planning events. I found this one to be a passion. The success of it helps drive me. We have sold out every single year. We've increased the amount of money raised for these charities each year. I want to see how far we can take that. We want to tweak and improve the festival without dramatically changing what we're doing because it has been so successful."

He stresses that the festival is a group effort with many organizations and people involved to make it a success. "I enjoy the local feel of the event. This is a way I can impact the community with my personal effort. When you create something, it's nice to stay with it." His job with Sotherly Hotels included project management and logistical and operational components. "Some of those skills come naturally to me. Back in college, I was the social chair of the fraternity and planned big events while at Washington & Lee. I have always enjoyed putting together large events and seeing people having fun. That's been a side passion of mine," Scott Kucinski says. "To see these charities benefit from the Williamsburg Craft Beer Festival, and that increasing each year, is extremely fulfilling to me." NDN

For more information, or to get a complete list of participating breweries, visit www.WilliamsburgBeerFest.com.





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EASTER MORNING SUNRISE SERVICE ON JAMESTOWN ISLAND

April 1, 2018

Easter Sunrise Service will be held on Historic Jamestown Island at 7 am. All are welcome. Williamsburg clergy from different churches will lead the interdenominational worship service. There is a 10 minute walk from the parking area. It is recommended to wear shoes suitable for walking on wet ground. Bring a lawn chair and an extra jacket. This event is being held in cooperation of the National Park Service and the Preservation Virginia APVA. GPS Address is 1368 Colonial Parkway, Williamsburg, Virginia 23185. For more information, call 757-258-1132.

Hey Neighbor! HISTORY TEACH AND TALK April 7, 2018

2PM Williamsburg Regional Library. Celebrate the 399th Anniversary of

MAY ISSUE OF Next Door Neighbors

The Way We Were Publishes April 26th

Advertising Deadline April 10th

Contact Meredith Collins 757-560-3235 Charter for Henricus, the 412th Anniversary of the Virginia Charter, and the 25th Anniversary of the House of Delegates Resolution saluting Henricus Colledge. Questions: Text Steven Smith, 843.618.9229

Hey Neighbor! BIKES OUT OF HIBERNATION April 7, 2018

Looking for an opportunity to get your bike out of 'hibernation'? Are you a beginner or a 'little rusty'? Then this is the ride for you! Come join Williamsburg Area Bicyclists along with James City County Parks and Recreation for this FREE event happening at Chickahominy Riverfront Park from 9 am -2pm. Mechanics from local bike shops will offer free safety inspections and assistance for minor repairs. Guided fun rides of 5, 10, and 15 miles along the Virginia Capital Trail are scheduled to start at approximately 15 minute intervals from 10 am until 1 pm. Riders under 18 must be accompanied by an adult, and all participants are required to wear a helmet. Light refreshments provided. In the event of cancellation, visit wabonline.org or call the Activities Hotline at 757-259-3232.

Hey Neighbor! AURA CURIATLAS PHYSICAL THEATRE RETURNS TO THE KIMBALL THEATRE April 7-8, 2018

On April 7 at 7 pm and April 8 at 2

pm. Tickets are available on-line anytime or at the door an hour ahead of the show: \$20 general, \$10 students. Since 2014, the company has been known for its exciting and inventive blending of dance, theatre, and acrobatics to tell stories. The stories are inspired in many different ways including cartoons, romance, architecture, bus trips, and astrophysics. The lightheartedness, athleticism, and reliance on physical storytelling make Aura CuriAtlas engaging to audiences of varied ages and backgrounds. After the show, the performers will stay for conversations with the audience. Contact Joan Gavaler, jsgava@ wm.edu or 757-561-4242, for further information.

Hey Neighbor! HERB SOCIETY TO HOLD OPEN MEETING April 10, 2018

The Colonial Triangle of Virginia Unit (CTVU) of the Herb Society of America will hold an open meeting. The program, "Herbal Libations," will feature Beth Dixon, beverage director for both Pasture and Comfort restaurants in Richmond. Ms. Dixon will discuss "cocktail gardens" and how to use fresh herbs to balance out drinks and make them more interesting. She will demonstrate how to make syrups, tinctures, infusions, and cordials using herbs. This will be the last open meeting the CTVU will hold during 2018. Open meetings provide non-members a chance to learn about the Herb Society's mission, programs, and local volunteer opportunities. The meeting will be held in the fellowship hall at King of Glory Lutheran Church, 4897 Longhill Road, and is free of charge. Light refreshments will be served at 1 pm and the program will start at 1:30 pm. For more information, contact Donna Pratt at 757-608-8929.

Hey Neighbor! ARCHITECTURE SERIES LEC-TURE AT MUSCARELLE MUSEUM April 10, 2018

As part of the Selected Topics in Architecture lecture series at the Muscarelle Museum of Art, David Brashear will present "The Mid-Career Resurgence of Frank Lloyd Wright." Brashear will discuss Wright's hardships during the depths of the Depression, a time when the renowned architect was nearly written off as being irrelevant. Wright's reemergence as a powerful architectural force was announced to the world with his remarkable creation at Bear Run for Edgar Kaufmann, known as Fallingwater, which relaunched his career at the age of 69. Wright's last decades constituted the most productive period of his life, and he worked until his death in 1959 at the age of 92. This lecture is free and open to the public; visit muscarelle.org for more information.







Hey Neighbor! CONCERT- WILLIAMSBURG SYMPHONY ORCHESTRA April 12, 2018

The Williamsburg Symphony Orchestra together with the Williamsburg Choral Guild presents the concert of the year! Music director Janna Hymes will conduct this collaborative concert featuring Shostakovich's Festive Overture, Op.96 and Beethoven's Symphony No. 9. The 220+ member combined chorus will feature singers from CNU Chamber Choir, Men's Chorus, and Women's Chorus - Dr. John Irving, Director of Choral Studies; Virginia Choral Society - Sarah Frook Gallo, Artistic Director; Virginia Wesleyan College Singers – Dr. Bryson Mortensen, Director of Choirs; Williamsburg Choral Guild - Jay BeVille, Artistic Director. Featured soloists will be Colleen Daly, soprano; Ann McMahon Quintero, mezzo-soprano; Kirk Dougherty, tenor; Branch Fields, bass. Want to go? The concert will take place at the Williamsburg Community Chapel at 8 pm. Tickets are \$50 /\$60 at www.williamsburgsymphony.tix.com.

Hey Neighbor! YOUTH LEAD April 13, 2018

Youth Lead is a program for current high school juniors and seniors in Greater Williamsburg. This week-long summer program includes five fullday sessions that will be hosted at the Thomas Nelson Community College Historic Triangle Campus. Participants will explore various aspects of the Greater Williamsburg community, meet local leaders, and develop leadership skills. The Youth Lead program prioritizes developing community leaders rather than teaching specific business leadership techniques. Insights and examples of leadership are found throughout the program's class curriculum. For more details, or to apply, visit youthleadva. org. Deadline to apply is April 13.

Hey Neighbor! HERBS A-PLENTY! ANNUAL PLANT SALE April 14, 2018

The Colonial Triangle of Virginia Unit of the Herb Society of America will hold its annual plant sale in Williamsburg from 8:30 am - 3 pm, rain or shine. This will be the first time the sale has been held at the Society's regular meeting venue, inside the fellowship hall at King of Glory Lutheran Church, 4897 Longhill Road. The sale will feature a wide assortment of herbs, including harder to find varieties, as well as

other garden-related items. For more information, contact Donna Pratt at 757-608-8929.

Hey Neighbor! SINGLE-TRACK MANIAC 50K TRAIL RUN

April 14, 2018 Experience Freedom Park in a whole new way! The generous 10-hour time limit (19 minute mile pace) for the 31mile Ultra race is great for beginners, but the single-track trails are technical and challenging with constant roots and elevation changes. If you're looking to surpass the marathon and want to stay local, this is the first event of its kind in the area. Open to ages 18+, 7 am-5 pm at Freedom Park, \$65/runner. No onsite registration. 150 max. Info: 757-259-4176; register at maniac50k. com. Weather permitting.

Hey Neighbor! FAMILY FUN NIGHT April 14, 2018

Join James City County Parks & Recreation for a night of family fun and entertainment – enjoy structured games in the gym, create various craft projects together, splash in the pool, dance to the tunes, play racquetball, play oldfashioned board games and more! Preregistration recommended, but not required. If preregistering, please register everyone who is attending! Children must be accompanied by an adult. Event is 7-9:30 pm at the James City County Recreation Center. Ages 13+, \$5/person; ages 12 & younger Free! Info: jamescitycountyva.gov/recreation or 757-259-4200.

Hey Neighbor! 19th ANNUAL WILLIAMSBURG BRITISH CAR CLUB & EUROPEAN CAR SHOW April 14, 2018

Open the 2018 car show season with the 19th Annual British and European Car Show sponsored by the Williamsburg British Car Club. Spectators free. See over 150 British and European vehicles on display, automotive vendors, door prizes, 50-50 charity raffle. Featured marque is Daimler to celebrate the 40th year of the Daimler & Lanchester Owners Club of North American. Food available at onsite restaurants for quick and easy pickup. Location is The Shops of High Street from 10 am - 2 pm, with awards presented at 3 pm. Pre-registration now thru April 7 or \$25 day of show. Find the registration form on our website http://www. wmbgbrit.com/ Fee: \$20, or email Pay-Pal \$21 to rggavpbl@yahoo.com. For more information, contact Roy Gavilan at 757-637-5902 or wbccregister@outlook.com.

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Call Meredith Collins at (757) 560-3235 or email meredith@williamsburgneighbors.com



Hev Neighbor! THE ROTARY OF JAMES CITY COUNTY PRESENTS MICHAEL **CLARK BAND** April 14, 2018

The Rotary of James City County's largest fundraiser of the year is a 5 concert series. All concerts are held at the Kimball Theatre from 7:30 - 9:30 pm. Tickets are \$20 a person or all 5 concerts for \$80. 100% of the proceeds will benefit the Williamsburg Community as Rotary hosts the event to raise money for local organizations. The first concert of the series is The Michael Clark Band on April 14. (https://www. eventbrite.com/e/michael-clark-bandtickets-42033564523). Other concerts are May 19 - BRASSWIND (https:// www.eventbrite.com/e/brasswind-tickets-42034048972). July 28 - The Rhondel's (https://www.eventbrite.com/e/ the-rhondels-tickets-42036330797). August 25 - Pam and Bill Gurley with Fiddlesticks joined by Jack Cowardin and Bobby Hornsby (https://www. eventbrite.com/e/bill-and-pam-gurley-with-fiddlesticks-joined-by-jackcowardin-and-bobby-hornsby-tickets-42036376935).

Hey Neighbor! THE ARC PRESENTS "LIFE, ANIMATED"

April 15, 2018

The Arc of Greater Williamsburg in partnership with PELE Advocacy Clinic at W&M Law School and the W&M School of Education, invites you to attend a special screening of this award winning film and A Community Conversation about Coming of Age with Autism. A Q&A following the screening will be led by Walter Suskind, one of the stars. The event is sponsored by TowneBank and will be held at 2 pm at the Kimball Theater. Tickets are \$10 for adults and \$5 for students. For more information, visit http://kimball. wm.edu/ or thearcgw.org.

Hey Neighbor! DISCOVERY LAB AT VIMS -**BE A BAY BUDDY!** April 17, 2018

Discovery Labs are free, family-friendly programs provided each month by the Chesapeake Bay National Estuarine Research Reserve (CBNERR) at the Virginia Institute of Marine Science (VIMS) in Gloucester Point, VA. Designed with elementary-aged youth and their parents in mind, each lab focuses on a different topic related to the Chesapeake Bay and our local environment and includes exhibits, demonstrations, and hands-on activities as well as a short presentation by a scientist from VIMS.

Celebrate Earth Day at the April 17th Discovery Lab. Through eco-friendly activities, crafts, and demonstrations, attendees will learn about human impacts on the Chesapeake Bay and ways they can lessen those impacts and lead more "bay-friendly" lifestyles. All Discovery Labs take place from 6 -8 pm (presentation from 6:30-7 pm) on the VIMS campus in Gloucester Point. Registration is required due to limited space. Visit www.vims.edu/events or call 804-684-7061 to register and find out more information on this and all upcoming Discovery Labs.

Hey Neighbor!

WILLIAMŠBURG MUSIC CLUB PAU-LETTE AMORY, JAZZ MUSICIAN April 18, 2018

The Williamsburg Music Club proudly presents Paulette Amory singing and playing songs from the 1920s to 1950s with a Jazz Twist from the era that Tony Bennet describes as American classical music. The Williamsburg Music Club presents monthly high quality music programs free as a gift to the community. All are welcome. Meeting at 10 am, program at 11 am. More information: wiliamsburgmusicclub.org or 757-291-9082

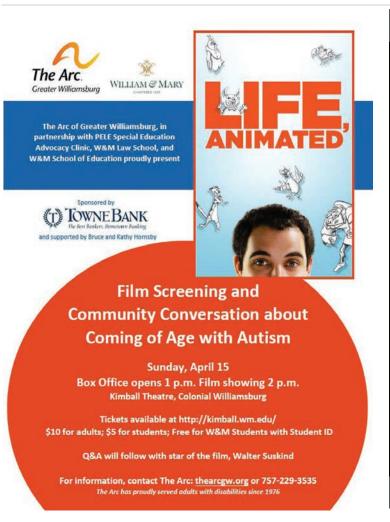
Hey Neighbor! WILLIAMSBURG TASTE FESTIVAL

April 19-20, 2018

The Williamsburg Taste Festival is the newest event in the Williamsburg Spring Arts line up. Come discover our mouthwatering cuisines, enjoy a craft cocktail or sommelier-paired glass of wine, and meet the chefs, brew masters and vinters making of America's oldest foodie destinations one of the newest. WilliamsburgTasteFestival.com

Hey Neighbor! THE FUTURE OF THE MUSCARELLE MUSEUM OF ART April 19, 2018

At 6 pm, Director Dr. Aaron De Groft, through an illustrated lecture, will reveal plans to build a new arts complex at William & Mary to enrich the experiences of the students and visitors and bring innovative programming to the community. In May 2017, the internationally renowned architectural firm Pelli Clarke Pelli was announced as the designers for a new museum building. By increasing the overall footprint of the Museum, visitors will have the opportunity to see more of the permanent collection as well as internationally important exhibitions and visiting masterpieces. This lecture is free and open to the public; visit muscarelle.org for more information.



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Hey Neighbor! THE WILLIAMSBURG SYMPHONY ORCHESTRA LEAGUE DINNER CONCERT AND FUNDRAISER April 21, 2018

Popular Virginia performer, Frank Cubillo, will bring his spotlight performance of Frank Sinatra in "An Évening of Sinatra" to the Williamsburg Symphony Orchestra League's spring dinner and concert fundraiser. After the performance and elegant 3 course dinner, the evening will conclude with a live auction and paddle raise. Funds raised will benefit the Symphony's primary purpose of providing Williamsburg area children access to musical education beyond the classroom as well as excellent orchestral musical performances that enhance our community's quality of life. Tickets are \$115/person. Reservations required by April 11, 2018. For reservations contact Marie Mamikonian at mariemams@hotmail. com or 630-390-6170. Sponsorships are also available at levels from \$250 to \$1,000. Details also available at http:// www.williamsburgsymphony.org/ League/#specialevents.

Hey Neighbor! GARDENING FOR BIRDS AND BUTTERFLIES April 21, 2018

Freedom Park Interpretive Center, 10 am, open to the public. Bob Schamerhorn, an award-winning nature photographer, will share information packed with tips and experiences on how to improve any property for a diversity of wildlife. Bob will show specific examples and results of a suburban landscape becoming inviting to a variety of birds, butterflies, insects and mammals. This event is part of the Learn and Grow Educational Series sponsored by the Williamsburg Botanical Garden. The program is free, although a \$5 donation to help the Garden grow is appreciated. For more information, contact Bob at bob@iPhotoBirds.com. Weather permitting, after the program Master Gardeners will be in the Garden to answer questions and talk about what is in bloom.

Hey Neighbor! MASTER GARDENER ANNUAL PLANT SALE April 21, 2018

The James City County/Williamsburg Master Gardener Association invites the community to our annual plant sale, where a large assortment of annuals, perennials, shrubs, flower baskets, herbs and vegetable plants which flourish in our area will be available. We will feature ongoing "Grow It and Eat It" presentations of good garden practices for herbs and vegetables, and sun and shade demonstration gardens with 52 NEXT DOOR NEIGHBORSAPRIL2018

plant material to enhance your landscape. Experienced Extension Master Gardeners will be available to answer your gardening questions. Shoppers can also bring their plant samples, photos and questions to the Help Desk's onsite diagnostic team. New this year, is "Garden Trash & Treasure," where you may find just the item you're looking for to enhance your garden. The work of the Virginia Extension Master Gardener volunteers is based on research from Virginia Tech and Virginia State Universities. Sale hours are 9 am - 3 pm, rain or shine, at the Historic Triangle Community Center, 312 Waller Mill Rd., Williamsburg.

Hey Neighbor! MOVIES UNDER THE STARS FREE!

<u>April 27, 2018</u>

James City County Parks & Recreation invites you to come enjoy great box office titles out under the stars! Bring lawn chairs, blankets and snacks. Children 12 and younger must be accompanied by an adult. Movies begin at 8:30 pm at Chickahominy Riverfront Park. Scheduled feature: Despicable Me 3 PG; movies subject to change. Weather permitting. Movies offered throughout the summer. Info: jamescitycountyva. gov/recreation or 757-259-4200.

Hey Neighbor! SUMMER CAMP FAIR 2018, FREE! April 27-28, 2018

Want to sign-up the kids for summer camp? Attend the 5th Annual Summer Camp Fair to learn about great camps and register your kids at the same time! Goodie bags for first 200 guests! Camps include day (full-time and parttime), overnight camps, sports, adventure, scouting; dance, music, arts and theater; vacation bible school, special needs; academics-science, foreign language; history; preschool to high school camps and more! Event runs April 27, 3-7 pm and April 28, 9 am-1 pm at the James City County Recreation Center. Offered in partnership with James City County Parks & Recreation, WilliamsburgFamilies.com and The Virginia Gazette. Info: Kristy Maynor at: kristy. wf@gmail.com.

Hey Neighbor! BLACK SETTLEMENT PRESEN-TATION & BOOK SIGNING, FREE!

April 28, 2018

Join Col. Lafayette Jones Jr., a descendant of those that lived on the Free Black Settlement at Freedom Park for a free presentation and book signing. You'll experience 18th century life more than 60 years before the Emancipation Proclamation. 3-4 pm

at Freedom Park, all ages welcome.

Info: jamescitycountyva.gov/recreation or 757-259-4200.

Hey Neighbor! PAJAMA DAY 5K FOR CAA April 28, 2018

Come join the fun as we run for the community! 5K Run, 5K Walk, and 1 Mile Fun Run at Eastern State Hospital Picnic Pavilion, Moncure Drive. This is a Colonial Road Runners Grand Prix Event, with family-friendly games, music, food and fun for all ages! Proceeds support the WJCC Community Action Agency's Head Start preschool program. Register online at https://runsignup. com/Race/VA/Williamsburg/CAA5K or contact Shante Bell at 757-229-9332 or vista@wjccactionagency.org. Visit us at www.wjcc-caa.

Hey Neighbor! "PLANTS WITH A PURPOSE"-SPRING PLANT SALE April 28, 2018

Rain or Shine from 9 am-2 pm. Plant a thriving garden to attract and support vital pollinators. The Williamsburg Botanical Garden will hold its Annual Spring Plant within the garden and will feature plants that grow well in our area. WBG's experienced team of horticulturists, Master Gardeners, and native plant experts have selected a variety of water-wise plants, deer and rabbit resistant species, plants for both sun and shade, along with easy-care pollinator friendly perennials. Williamsburg Botanical Garden is located within Freedom Park - 5537 Centerville Road. Request our eNews delivered right to your inbox by texting WBGARDEN to 22828, or emailing WBGgarden-News@gmail.com.

Hey Neighbor! NEWTOWN UNITED METH-ODIST CHURCH PRESCHOOL FUNDRAISER

April 28, 2018

New Town United Methodist Church Preschool (5209 Monticello Avenue, right next to the courthouse) is hosting its 11th annual Night at the Museum fundraiser on Saturday, April 28th, 6-9 p.m. The evening consists of silent and live auction items to include class pottery and children's artwork, gift baskets, rounds of golf, tickets to various local attractions, lake house getaways, and much more. Food will also be included in the cost of admission. Tickets are on sale for \$10 at the door or \$8 in advance. Email Gretchen Tisone at gretchen@newtownUMC. org or call 757-258-1100 for more information. All proceeds will go towards the preschool's outdoor learning area, expansion of science, technology, engineering, and math activities, and scholarships. Hope to see you at the fund-

Hey Neighbor! WILLIAMSBURG SPRING ARTS

Now through May 1, 2018 With over 50 events covering everything from culinary to fine arts, you'll discover something fresh this spring! ArtsinWilliamsburg.com

Hey Neighbor! COLONIAL WILLIAMSBURG EMPLOYEES ARTS AND CRAFTS SHOW

May 5-6, 2018

Colonial Williamsburg Foundation employees, volunteers and retirees will once again combine their time and talents for their annual Spring Arts and Crafts Show from 10-am -5-pm. The show and sale will be held at the Historic Triangle Community Services Building, 312 Waller Mill Road. Admission and parking are free and open to the public. Employees, volunteers and retirees come from all divisions of the Colonial Williamsburg Foundation to share their voluminous talents and passions outside of their jobs with the public in this very special show and sale.

Hey Neighbor!

39TH ANNUAL NAACP LIFE MEMBERSHIP AWARDS BANQUET May 6, 2018

At the DoubleTree by Hilton, Williamsburg. Theme: "NAACP: Standing On The Shoulders of Giants" will be the focus of the program this year. Silent Auction/Reception at 4:30 pm, dinner program at 5:30 pm. Proceeds support the Branch civil rights programs and advocacy work, scholarships for graduating seniors, and community outreach efforts. For tickets (\$65) call NAACP Branch Office at 229-3113.

Hey Neighbor!

THÉ WILLIAMSBURG WOMEN'S CHORUS PRESENTS "ONE WORLD, ONE SONG" May 15, 2018

At 7:30 pm, Williamsburg Presbyterian Church, 215 Richmond Road. The Williamsburg Women's Chorus spring concert features a diverse selection of music. They will be joined by The Choraliers and one of the choirs from a local school. Tickets are available at www.williamsburgwomenschorus.org.

Hey Neighbor!

"SÓNGS OF THE PEOPLE: FOLK SONGS FROM NORTH AMERICA AND THE BRITISH ISLES" CON-CERT

<u>May 20, 20218</u>

Cantori Choral Ensemble presents its spring concert at 5 pm at Walnut Hills Baptist Church, 1014 Jamestown Road, Williamsburg. The concert will feature the 12-voice ensemble singing a cappella and accompanied by piano, flute, clarinet, horn, cello, and double bass. The ensemble is under the direction of Agnes French. Tickets are \$15 in advance and \$20 at the door. Advance tickets may be purchased by sending a check to Cantori Choral Ensemble at 3341 Derby Lane, Williamsburg, 23185. Visit our web site www.cantoriwilliamsburg.org for more information.

Hey Neighbor! COMMUNITY OF STARS DINE & DANCE

June 1, 2018

Come join us for an elegant evening of live entertainment, music, silent and live auction, dinner and dancing at the Garden Pavilion of Ford's Colony Country Club, 6:30-10:30 pm. Proceeds support the WJCC Community Action Agency's Head Start, Project Discovery, Weatherization and support programs which help thousands of families along their path to self-sufficiency. Please contact Liz Callan at 757-229-9332 or ecallan@wjccactionagency.org for tickets (\$55) and table sponsorships! Visit us at www.wjcc-caa. "Together we shine brightly!"

Hey Neighbor! WOMEN'S WELLNESS WEEKEND June 1 -3, 2018

Wishing for some downtime and a chance to relax and recharge? The perfect escape is closer than you think! Join us at Jamestown 4-H Educational Center and treat yourself to a weekend designed for women ages 18 and better. Enjoy wellness workshops led by professional speakers in their respective fields. Join us for an active busy weekend or just come to relax and enjoy the beautiful sunsets on the James River. We take care of everything so you can enjoy a weekend of playing, laughing and learning with old and new friends. Arrival is between 6-8 pm and departure is on Sunday at 1 pm. Guests stay in our renovated lodge with rustic charm. Shower facilities are conveniently located inside the lodge. Our professional culinary staff will prepare nutritious meals for your stay. Meals begin with hors d'oeuvres and snacks on Friday night and end with brunch on Sunday. Coffee/Tea, beverages, snacks available throughout weekend. Our menu is restaurant quality, healthy and well- balanced. Vegetarian and Gluten Free meals available at every meal. \$150/person for full weekend or \$65 for Saturday only. Bring your friends! If you register with five friends (for a party of 6) you will receive \$25 off per person. Financial assistance is available. Workshop Topics and Activities May Include: Paddleboard Yoga, Fitness Classes, Nutrition Workshops, Jewelry Making, Crafts, Zumba, Basket Weaving, Cooking, Canoeing, Kayaking, Reiki, Fishing, Tai-Chi, Stress Management, Archery, Campfires, Massage, Aromatherapy, Work Life Balance, Reflexology, Naturopathy, Sailing, Drumming Circle plus much more! Call for more information 757-253- 4931 or www.jamestown4hcenter.org

Hey Neighbor! DISCOVERY LAB AT VIMS – PLANT AND ANIMAL COLLEC-TIONS

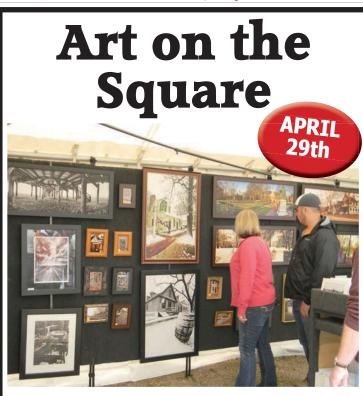
June 12, 2018

Discovery Labs are free, family-friendly programs provided each month by the Chesapeake Bay National Estuarine Research Reserve (CBNERR) at the Virginia Institute of Marine Science (VIMS) in Gloucester Point. Designed with elementary-aged youth and their parents in mind, each lab focuses on a different topic related to the Chesapeake Bay and our local environment and includes exhibits, demonstrations, and hands-on activities as well as a short presentation by a VIMS scientist. The June lab will showcase different types of specimen collections - from plants, to insects, fishes, and mammals - as well as the tools and methods scientists use to collect and preserve specimens. Dr. Eric Hilton, Associate Professor at VIMS, will explain how scientists all over the world are using specimens from the VIMS Fish Collection. All Discovery Labs take place from 6 - 8 pm (presentation from 6:30-7:00 pm) on the VIMS campus in Gloucester Point. Registration is required due to limited space. Visit www.vims.edu/events or call 804-684-7061 to register and to find out more information on this and all upcoming Discovery Labs.

To find a complete list of events and happenings, go to williamsburgneighbors.com and click on Hey Neighbor!

This feature is for non-profit organizations, churches and civic groups.

Send your submission to: HeyNeighbor@cox.net

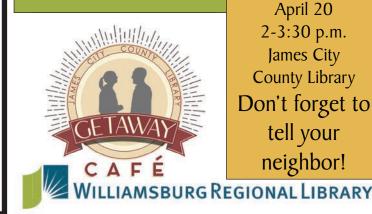


April 29, 2018, 10 am – 5 pm. Art on the Square, 55th Annual juried art show is presented by the Junior Women's Club of Williamsburg and features more than 100 artists and fine craftsmen, in Merchants Square, Williamsburg, VA.

www.visitwilliamsburg.com/events/art-square



Enjoy conversation, experiences, and new connections for adults with early memory loss and their care partners



Williamsburg's IN THE NEIGHBORHOOD photo challenge

PIRATE'S COVE ADVENTURE GOLF ON MOORETOWN ROAD

Find the 12 differences between the original photograph (top) and the altered photograph (bottom).

Enjoy!

March 2018 In the Neighborhood Photo Challenge





INTERMEDIATE





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