

TIDEWATER Antique Automobile Club of America REGION



VOLUME 54 NO.8 SEPTEMBER 2010
A Master Editor Award Winning Publication



**Marty & Neil Sugermeyer's
1965 Rambler Classic Convertible
TRAACA 37th Annual Meet**



Photo by Pete Murray, Official photographer for the 2010 Wings and Wheels Show.



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Toni McChesney— 4385 N. Witchduck Road, Virginia Beach, VA 23455 (456-2806)

Bill Wilcox— 829 Coverdale Lane, Virginia Beach, VA 23452-3026 (340-1612)

Don Hobbs— 5151 Amberly Road, Virginia Beach, VA 23462 (499-7109)

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Historian Richard Hall **Youth Program Coordinator**..... Jeff Locke

Membership Bob Parrish

Web Master Bob Stein..588-6200, email;posti@aol.com

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MUDFLAP STAFF

Co-editors - - - - - Marty and Neil Sugermeyer

Photography - Marty Sugermeyer, Terry Bond, Bob Stein, and others

Advertising - - - - - Tony Scarpelli (810-1600)

Distribution - - - - - Neil Sugermeyer, Tom Wedeking

Technical assistant - - - - - John Gancel

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Address all correspondence to the editors:

Marty & Neil Sugermeyer, 3533 Kings Lake Dr., Virginia Beach, VA 23452 (757) 486-5456

Work - 822-7187 Email;tcsugemdragonfly@yahoo.com

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**President
Linda's
Message**

Bill Wilcox driving his 1932 Packard is greeted by Linda Pellerin as he enters the 37th Annual Antique Auto Show.

It was a beautiful Saturday morning as Bob and I approached the Virginia Beach Airport in the Mustang. The sun was coming up over the horizon giving us a spectacular sunrise. We pulled up to the show field to see many members already hard at work. I knew it was going to be an incredible day! It was the calm before the storm. I quickly made my way to the show entrance, and to my surprise the vehicles started lining up for the show at 7:50. The best part of welcoming everyone to the show was I got to preview each and every vehicle and there were some beauties. Soon I heard the humming and up in the sky was a vintage aircraft. The vintage aircraft filled the skies all day long, culminating with the landing of a Japanese Zero. Can you even imagine old planes in the air and old cars on the ground, what could be better?

This vision was not possible without each and every one of you! The Spirit of Tidewater was everywhere. We even were joined by out of town members Tom and Tammy Cox. I would be amiss in not thanking Sam Kern for a job well done. He has been working for months to make this show possible. My favorite part of the event was sharing the vision of AACA with the public. I had such great positive feed back from the visitors.

The season isn't over and there are many fun things planned for the rest of the year. I am looking forward to the Ladies Driving Tour, the Fall Tour, the Chili Cook-off, and the Holiday Party! Soon we will be planning the events for next year. If you are interested in contributing we are always looking for new ideas and members interested in joining the activities committee. Take a leap and join in the fun!

Never let the fear of striking out get in your way.
George Herman "Babe" Ruth



Announcements

WELCOME NEW MEMBERS

Bill & Elizabeth Coburn
208 Anna Drive, Carrollton, VA 23314
Phone # 238-8307 wcoburn@charter.net

Roy & Marie Reichenbach
404 E. North A Street, Gas City, IN 46933
Phone # 765-674-2325 No e-mail

NEW ADDRESS

Bruce & Lucy Sedel
2006 St. Brides Rd. W
Chesapeake, VA 23322

CORRECTION

Viator and Janet Trudeau were in their beautiful 1968 Cadillac for the 4th of July Parade (not a Pontiac).

DATE CHANGE

Ladies Driving Tour changed from Oct. 2 to Oct. 30

FALL TOUR INFORMATION

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From Under My Hat



By Marty & Neil Sugermeyer

No one submitted their story to go with the pictures on file for cover cars. Soooooo you get one or ours. I wanted a great photo that really represented our 2010 Wings and Wheels Show. On the way to the meet, I had envisioned a wide angle shot of the cars and the hangars with a few planes if possible. My photo taking time got curtailed by a visit with some Franklin friends from North Carolina. They had a great time seeing the cars and airplanes. Their kids even got to jump into the cab of the fantastic 1922 International truck that was brought from Media, PA by John Scott and Jean Kraus with John's son Tim. Holding the leash for our dog Johnny was the other favorite thing the kids did during the show.

I bought our 1965 Rambler convertible at the Salvation Army Auction on October 2, 2000. Neil had seen the car advertised and went to look at it. You could not open the door or start the car on the lot. You could see the dashboard ports for the factory air, a rare feature for a 1965 car, particularly a convertible. Neil looked up the value of the car and suggested that I go look at it and possibly buy it. Then he left for Carlisle and Hershey with Terry Bond. Leaving a total novice to auto auctions to bid on a car may not have been the best plan.

When I saw the car at the Salvation Army Auto Auction the next Saturday, it looked pretty good to me. The top was new and the paint looked okay. Through the windows, the interior looked decent. There was a pretty good size crowd at the auction. The Rambler was the third car to come up for sale. They turned the motor over for less than thirty seconds. All I knew was that the engine would turn over. The opening bid was \$3000. The auctioneer called for an opening bid three times and was getting ready to move on to the next car. This was my chance. It looked like no one else wanted the car. I raised my hand. Unfortunately, I was wrong. Another bidder pushed the price up to \$3300. Okay, not much more so I bid \$3500. Then the other bidder went to \$3700. Having attended many auctions, I was familiar with the concept of a preemptive bid. That time it worked. After I bid \$4000, the other bidder quit. However, there was a 10% buyer's premium. That meant that I was paying \$4400 for a car that in number 1 condition was worth about \$4750. Was the car in number 1 condition? You guessed it. Not by half. Neil said that judging by the pedal pads the odometer had been around once and was over 25,000 on the second spin.

After paying the bill, I eased the Rambler out onto Virginia Beach Blvd. It took at least a mile to get the car up to 45 mph. I was headed for Hunger's Garage. Johnny Hunger had agreed to take in the newly adopted orphan and give it a health checkup. By the time I reached Hungers, it was apparent that the health was poor. Somebody had fiddled with the engine and the timing was off, about three teeth at the timing chain. I left the car and headed home to finish packing to go to Hershey. Several hundred dollars later, the car ran fairly well.

We took the car to the AACA National Meet in Johnstown, PA, and although it ran smoothly, it leaked oil like a sieve out of the rear main bearing, and leaked gallons of water into the interior in the rain. As a result, over the next winter, the 287 cu inch V8 engine had a complete work over by Ken Talley. Next, the air conditioning system was rejuvenated with the expert help of Bob Green. Repairing the left rear upholstery panel led to cleaning out the body drains for the convertible top, and the interior leaks stopped. Brakes were another item that required repair, as wheel cylinders were frozen on two wheels, and one of the other ones leaked. After a brake job, the power brakes haul the car down quickly. Power steering also required repair. When we took it to the ODMA meet the next spring, that newly restored engine must have really dazzled the judges. Oddly enough, they gave it a 1st Junior.



The bucket seats with center console make the car look quite sporty. The upholstery and door panels are red with deep burgundy insets, although the seats are now in need of reupholstering. AMC was finally designing automobiles that had pleasing styling, and our Rambler Classic is no exception. Particularly with the top down, the car has clean lines, and always seems to get a "thumbs up", and it is a fun car to drive. The smaller of the two optional V-8s from AMC produces plenty of zip on the highway, and it holds its' own well on the interstate. It is fairly rare – only about 4,200 of the 1965 Rambler Classic convertibles were produced, and very few of these were equipped with air conditioning.



Above:
Note another
rare item in
1965, seat
belts. Of
course, the
seats recline.



Next month, we need some cover car stories from y'all. Otherwise in our garage, there is a Willys-Knight, two Franklins, another Rambler, a Packard, a Model T Ford

and a very unphotogenic 32 Ford huckster that all have never seen themselves on a cover. So, put pen to paper and send some stuff in!



BRITISH PHOTOGRAPHER TO THE RESCUE

Fortunately, Pete Murray was on hand to take pictures as we entered the show. Pete is here working for the British Embassy. The photography business is a sideline. When you drove over the tarmac you had a choice of having your car photographed in front of a 1938 Stearman biplane or a P51. I chose the latter since it was closer to the era of our 65 Rambler. . You can still get your picture from Pete at petemurrayphotography.com for \$10. Half the money goes to TRAACA. Check out his website or email him at info.petemurrayphotography.com. His phone number is 757-753-4947. You'll just need the license plate number for him to locate your photo. Pete can also supply you with enlargements, multiple copies and framed copies.



July 13, 2010 – TRAACA Board Meeting

By Scott Davies, Secretary

The board meeting was called to order at 6:00 pm at Priority Chevrolet. Members present were Linda Pellerin, President; Bob Stein, Vice-President; Scott Davies, Secretary; John Gancel, Treasurer; Board members Toni McChesney, Don Hobbs, Tony Scarpelli, Bill Wilcox and Riley Best. Also present were Marie Gancel, Bob and Dot Parrish and Frank Lagana. New members Joseph and Charline Geib were welcomed and introduced to the TRAACA Board. The June minutes were approved as read. John Gancel gave the Treasurer's report and it was submitted for audit. He also provided an update on the status of the CD's. Toni McChesney gave the "Sunshine" report.

COMMITTEE REPORTS

- July 24th, Technical Session at Dan Ciccone's shop in Portsmouth, RSVP to Dan.
- Annual meet – planning is on track. Registrations are coming in. Sam will be scheduling another committee meeting soon. September 4th, Norfolk Zoo – "behind the scenes" tour.

UNFINISHED BUSINESS

- John Gancel explained the need to transfer funds from one of the CD's to the checking account. Motion to transfer \$2000 (no penalty withdraw) was seconded and carried.
- John Gancel provided a financial report update that the Louisville Tour ended with a negative balance. Ken Talley will provide additional information to be considered before action is taken by the Board of Directors.
- Richard Hall is still working on the preparations for the TRAACA Display Case at Hershey.
- We are still looking for a new club trailer, a new chairperson is needed. Looking for a volunteer.
- Proposed National Show – Planning will begin after the TRAACA Annual Meet.

CCCHR President was uncooperative (belligerent) when contacted about the conflict at the CCCHR show. Motion made to Not renew membership in CCCHR at this time, seconded, carried.

NEW BUSINESS

- Notified by AACA that TRAACA needed to submit an IRS Form concerning TRAACA's non-profit status with the IRS. Form will be filed by the Treasurer.
 - There was a good turnout for the July 4th Parade. Next Parade is the Neptune Festival.
- Marie Gancel reported the need for a new "Call Person". There being no further business, the meeting adjourned at 6:44 pm.





Friday Night Social

By Linda Pellerin

We had a great crowd for the Friday Night Social including AACA guests from out of town John Scott and Jean Krauss and John's son Tim. Reginella's catered a fabulous Italian dinner. Vinnie out did himself this year! It was fun to see members we have not seen in a while and many new members as well. There was an Italian theme with centerpieces sporting Italian Flags, and some Italian dancing by Toni McChesney and Marie Gancel. Peter and Claire Catanese were dressed in Soprano style. The surprise entertainment came later in the evening to the surprise of Bob Parrish, Bob Stein and Bob Pellerin. It seems like Bobby's Girls (Dot Parrish, Leslie McGinn and Linda Pellerin) got the best of them in a dance routine to the song "Bobbie's Girl". The pictures say it all! A big thank you to Leslie for choreographing the dance. This was followed up with dessert and a lot more laughs before we headed home. Thank you again to the Activities Committee for a fun filled evening



Dan Ciccone (in white uniform) and Tyler Gimbert were busy handing out ice cream from the 1969 Good Humor truck.

(Photo by Bob Stein)

An almost unique feature of our meets is that we are one of the few AACA regions-at least throughout Virginia, who carry out AACA Class Judging at every meet, and this one was no exception. Bob Parrish led this effort, getting out all of the necessary volunteers, tallying the results and announcing them at the awards ceremony. Charlie Nissen coordinated the judging effort for the hot rods and modified cars. Jere and Carol Avenson served their first meet as Registration Chairpersons and Neil Sugermeier organized the show field.

Julie Hobbs, Angie Ciccone, and Linda Pavlidis assisting Registration Chairpersons Jere and Carol Avenson



The star attraction was a special display of vintage race cars furnished by member Bill Thumel of Abacus Racing, Virginia Beach. His 65 Ft-long car hauler surrounded by those impressive high performance cars right in the middle of the venue was a totally awesome and memorable sight to behold. The presence and visibility of his display had a lot to do with the overall success of the meet. Thank you, Bill, for sharing your cars with us this year.

Below: Bill Thummel's race car display



Bobby's Girls, Dot Parrish Leslie McGinn and Linda Pellerin, wowed the crowd

37th Annual Meet

**Tidewater Region, AACA, August 28, 2010
Military Aviation Museum, Virginia Beach, Va**

By Sam Kern, Meet Chairman

The weather was grand and so was our 37th Annual Meet. And the Military Aviation Museum at the Virginia Beach Airport once again proved itself to be an ideal site to show off our hard work as well as to make it readily visible to the public. There were over 250 show cars on the field with a large crowd present to view the cars, the special displays and the Museum's many attractions, including several vintage aircraft flights. Tom Norris, Master Car Show Announcer, provided entertainment and special announcements throughout the day. The Creeds Ruritan Cub Pack 541 and TRAACA member Jeanie Downing rendered our now traditional colors ceremony at 1115. The meet attracted AACA members from as far away as Philadelphia and Charlotte, as well as many from the entire Tidewater Virginia Area. And

Another display was an un-restored 1921 Heine Velox delivered to the site by FantomWorks. Located in a prime spot on the aircraft tarmac, this car drew much attention.



1921
Heine
Velox
Now
that's
rough!

A fundamental ingredient and reason for our success this year was the thoroughly outstanding media publicity of Mr. Larry Printz, Automotive Editor, The Virginian-Pilot. Mr. Printz provided in-depth and superb coverage, not only in the newspaper, but also on WVEC Channel 13 Television. Thank you, Larry, for your interest and for your truly professional coverage of the 37th Annual Meet.

Just like for the military, a good meet moves on its stomach, and once-again Scott Davies and Holly Forester spear-headed an outstanding and profitable Food Concession. How many event food concessions have you seen offering fresh fruit on the menu? Scott and Holly kept the food flowing and the lines of patrons to a minimum, despite a myriad of engineering, location and administrative problems. But, alas, this year sees the end of Scott and Holly's tenure as the heads of our meet food concession, as they have announced their retirement from doing this function and have decided to take a well-deserved respite, leaving a great-big hole in their wake. Why not consider taking the reins from them for next year? Thank you, Scott and Holly, for providing the food concession for this meet and for your many years of service to the club in this capacity.



Holly Forester (second left) took just a second to smile while the team of volunteers continued to take and prepare orders. Marie Gancel handled the money all day.

Andy Ott provided an AACA Seminar-The Model T-The Milestone Car-in the Museum Theater at 1:00 p.m. His presentation drew a nearly packed room of 30 or more people, all obviously truly interested in the subject matter as evidenced by their participation and provocative questions. Thanks, Andy, for providing this presentation. And thanks indeed are in order to "Sparkplug Bob" Pellerin for gathering an audience in the theater

for Andy's presentation.

An important and desirable part of all antique car meets is the Flea Market with Car Corral, and Reed Matson provided a memorable one, consisting of about 2-dozen vendors. Planning, promoting and successfully operating this meet required the dedicated and unwavering effort of nearly 1/3 of our membership, and to all of those members the Meet Chairman extends his resounding THANK YOU! Clearly, making a meet work depends on working as a team and getting the details exactly right and every member working on this team did just that, from those who helped police-up the site to those who judged. And it also depends on volunteers doing more than what is asked of them. The volunteers this year did just that. More thanks will be forthcoming for everyone who worked on the TRAACA 37th Annual Meet. The Meet Chairman's THANK YOU extends to EVERYONE who participated in and contributed in some manner to this meet. It would be impossible to mention and thank everyone by name here.

The day ended with the traditional awards presentation ceremony in Hanger 1. All-told over 175 class judging awards, Special Awards and Sponsor Trophies were presented to a large crowd in attendance. J.C. Taylor, along with 13 local businesses, provided Sponsor Trophies for the meet which were presented at the awards ceremony. The Tidewater Region appreciates the meet site, and Chairman Sam Kern thanked David Hunt, Director, and Mr. Jerry Yagen for the continued use of the outstanding Military Aviation Museum.

Meet Chairman
Sam Kern presents
Marge Tillet with
the Best Pre-War
Ford award for her
1942 Ford Jeep.
(Photo by Bob
Stein)



At 86, Lee Roy Pace was the oldest driver at the meet.



Tyler Gimbert (16 left)
was the youngest
driver. He put his 1965
Puch motorcycle in
HPOF.
Bob Parrish Chief
Judge (behind)



Miles with Meggie

AACA Founders Tour Greensburg, Pennsylvania June 6-10

by Meggie, the MGBGT Terry and Susan Bond travel with The day after the show in Canandaigua, we were picked up at the Inn on the Lake by a 1979 Lincoln stretch limo. We could get used to this! Don and Carol Barlup had offered us a ride so we got to sample the lifestyle of Conrad Hilton, the original owner of the limo, on the way to the tour in Greensburg, PA. The hills and valleys along the back roads of New York and Pennsylvania were beautiful, with lots of electricity-producing windmills on the hilltops, and we managed to slide in behind a line of thunderstorms. We arrived in time to check in and get our tickets before the banquet that evening, where we found James and Becky Woodall and Craig and Cheryl Casper. Home folks! The barbershop quartet and singing policeman were excellent, as was the food.



Sue and Terry Bond (center) with the "Home Team" James & Becky Woodall and Cheryl & Craig Casper

Monday, June 7, Indiana PA

After breakfast in the hotel we got back into the Barlup's limo for the first day of touring. We paused at the log building village of Hanna's Town, the first Westmoreland county seat. The coffee stop at Westmoreland Antique Car Restoration featured Studebakers at various stages of completion including one with a very large non-standard engine. And I got my picture taken with a Bentley! Then on to Indiana PA, boyhood home of Jimmy Stewart, the beloved actor. We toured his museum, viewing videos and exhibits and speaking with Jimmy himself, then toured the town, stopping for lunch at a little Italian ristorante. Next stop was Smicksburg in Amish country. We bought home-made cheese and chocolate. Heaven! Then we headed to Windgate Winery for some vino to go with them.

That evening we attended the 50th anniversary banquet of the Punxsutawney Region so Terry and Don could present their anniversary plaque and 50-year pins to 2 members. After a great meal, members who had brought their collections told wonderful stories about them. In the parking lot we found that a brand

new member had driven his MGB roadster with his own plaid mascot, so we had to pose for pictures.



Me with my new plaid buddy.

Tuesday, June 8, Fayette County

We again ate breakfast at the hotel, then regretted it when the coffee stop was The Country Pie Shoppe and Old General Store, where our \$4.00 coupons bought a whole bag of goodies. Traveling with Jim and Edna Cross in their 63 Buick convertible, we visited a UFO (it arrived in 1965) in Kecksburg, then got to do some walking at George Washington's Fort Necessity, where the French and Indian war started way back when we were all Brits. Up the hill was Mount Washington Tavern, built in 1827 as a stagecoach stop on the National Road which is now Route 40.



Jim and Edna Cross with their 1963 Buick

Lunch was cafeteria style at Wildside, which seemed to be a giant indoor playground decorated with huge aquariums and real stuffed wildlife. As it was a part of Nemaocolin Woodlands Resort, owned by the owner of 84 Lumber, we did a driving tour thru the golf course, buffalo, black bear and zebra habitats, and main hotel area. The Auto Toy Store featured a Cord and a motorcycle customized with carpentry motifs.

The antique shop on 40 was a bust so we went on to Laurel Caverns, PA's largest cave and a strenuous walk up and down thru large rooms and narrow passages. There were no spectacular stalagmites, but the sandstone geology was interesting. That evening we joined a cruise-in at Pepperwood Grill and had a great buffet. Between tour cars and local cars, the parking lot was full!

Wednesday, June 9, Pittsburgh

Perfect planning! It was rainy all day and we were on buses instead of driving around. First stop was the Pittsburgh Zoo where we dodged raindrops, walked up and down hills and saw

most of the animals and the aquarium. They gave us a yummy box lunch when we got back on the bus, then it was on to Clayton, home of Henry Clay Frick, the steel mill partner of Andrew Carnegie. The house was complete with original furnishings of his 1883-1905 occupancy. Of note was the use of aluminum in the trim, then a new and precious metal. The carriage and car museum featured Henry's 1914 Rolls Royce Silver Ghost, and a Pittsburgh built 1901 Artzberger car with the grandson of the builder giving tours.



William Artzberger, grandson of the builder of the 1901 Foster-Artzberger Steam Wagon gave the talk on this early car.

The Duquesne Incline at Mount Washington was built in 1877 to get workmen down the bluff to their jobs in the steel mills. This funicular railway still relies on the original hoisting equipment and as one car goes up the hill the other descends on the other end of the cable. The view of the Golden Triangle of Pittsburgh was spectacular, but the rain made it a bit fuzzy. Almost as interesting was seeing the buses get out of the maze of narrow streets. The Carnegie Museum of Natural History featured "Dinosaurs in Their Time", a great display of prehistoric flora and fauna, including huge dinosaur skeletons. We also toured the Egypt and decorative arts galleries. Then it was back on the bus for a back-roads tour of Pittsburgh (actually it was an avoid-the-traffic-jams tour) and return to the hotel. We had dinner with James and Becky Woodall at Old Country Buffet, and were the last customers.

Thursday, June 10, Points North

Sunny, scenic miles with Roy and JoAnn Graden in their 1975 Pontiac wound thru Twin Lakes Park, across Beaver Run Reservoir and to New Kensington, the coffee stop in a Presbyterian church. We stopped at Winfield Winery, then the Prime Outlet Mall at Grove City for lunch and a bit of shopping. We swapped cars and rode with Doug and Ronnie Seybold in their 1940 Buick in an attempt to return in time for the Buzzards Breath Touring Region meeting, but stayed too long at Dave and Karen Berg's collection. And we thought we had stuff! They have a warehouse full, and it is all superb! Around the corner was Hahn & Woodward Restoration Shop which was working on the only 1938 HRG coupe ever built, a British car which looked a lot like an MG Airline Coupe. Since we were too late for the meeting (we later found out they delayed it because everyone was late) Ronnie, who grew up in the area, navigated us to Rizzo's Italian restaurant for a great meal and a chat with the owner, Ronnie's friend.

Karen and Dave Berg with their French built 1904 Krieger-Brasier Electric limo. It has one electric motor on each front wheel making it perhaps the first front wheel drive car.



Friday, June 11, Laurel Highlands

Tour chairman Howard and Bettyann Finney gave us a ride in their Buick along the Lincoln Highway to the Quecreek Mine Rescue site. This dairy farm is where the rescue shaft brought 9 coal miners to the surface 4 days after their mine flooded in 2002. A few miles away was the Flight 93 National Memorial. Though the structure is temporary, tributes abound. The Western PA Region AACA had reserved tour number 93, had it framed, and presented it along with a monetary donation. The



Donation ceremony at the site of Flight 93

permanent memorial is scheduled to be dedicated on 9/11/11.

Next was lunch, supplied by Flood City Region AACA and University Park Church of God – more great church food! Terry got to earn his by handing out dash plaques. We then hitched a ride with Marty Roth in his 1937 Buick, a great original tour car, to the collection of Bill Bahorick. More stuff! Lots of gas pumps, signs and cars, a '50's malt shop, you name it. More scenic miles and we passed a roadside marker sponsored by Western PA Region near the place where Fredrick Duesenberg crashed his Model J – he later died in Johnstown. Fort Ligonier was the last stop, a recreation of another French and Indian War fort that George Washington occupied. There was also an excellent museum about the conflict.



The closing banquet was again bittersweet, we didn't really want the week to end. The Sharptones supplied hilarious entertainment and local members joined them, in costume, for "The Little Old Lady From Pasadena". It was a fun evening and we all got a great laugh when the audience participated in a few numbers. Good food, great friends and memories of a fun week of AACA touring completed the evening.

831 miles - 664 tour miles

Packard National Meet (PAC)

July 21-24, 2010, Gettysburg, PA

By Bruce Sedel

I had the absolute best time recently attending the Packard National Meet in the, historic Civil War town of Gettysburg, Pennsylvania. What a great event it was and what a huge assortment of the most incredible Packard automobiles one could ever see short of attending a full-blown concours event! Of course, the day to be there was Thursday, the 22nd of July, which was the judged (and non-judged) portion of the event. For Packardians, this was plainly and simply the finest event for the marque anywhere on this side of the country. On this bright, pleasant, partly cloudy, mid-summer day for southern Pennsylvania, nearly three hundred Packards representing a significant number of production cars from the teens through the fifties sprawled underneath the shade of beautiful Deodar Cedar and Eastern Hemlock trees that stretched across the manicured and hallowed church grounds at Seminary Ridge. For some of you Civil War buffs out there, Seminary Ridge lies just a short distance east of some of the bloodiest battlegrounds of the Civil War. You remember the battle known as Pickett's Charge. Well on this day, it was Packard's Charge!

Hosted by PAC region affiliate, Mid-Atlantic Packards, there were automobiles registered from many regional states and as far away as California. The Eisenhower Resort & Conference Center was the host hotel for the event. By Wednesday evening, the hotel parking lot was so full of Packard automobiles that the brand outnumbered modern day iron by a margin of around five-to-one! The Tidewater Region AACA was certainly well represented with a swath of members from around the region including other than myself, Jere Avenson present along with co-conspirator, Bill Wilcox with Jere's 1941 120 Sedan, former members Tom and Claire Brooks from Fairfax Station who brought their exquisite 1955 Caribbean, Sal and Jo Ann Saiya from New Jersey were present with their 1941 180 Sedan and our own Bob and Lori Powell brought a cache of Packard parts to sell. For visitors, passers-by and Packard tire-kickers strolling about the parking lot, there was cause for quite a bit of commotion, as one might imagine. Packard stories frozen in time or buried in crumbling scrapbooks suddenly became a dime-a-dozen as dramatized events of acquisitions of Packard cars made their way across the tarmac. I certainly had way more than my share of Packard pickup-truck storytelling as puzzled onlookers continued to ponder the credibility of my vehicle and its owner.

My 1953 Packard Clipper Deluxe pickup truck caused much of a fuss among the many Packard purists, some of whom didn't look too kindly to the "cutting up" of automobiles in order to create vehicles that the factory never built or never intended to build. I believe I may be correct in reporting that there have been five vehicles converted and all such pickup truck conversions have been the handiwork of Ross Miller of Speedwell Garage in Parkton, Maryland. Astonishingly enough, four of the five Miller

vehicles were present at the event! The PAC judging committee ended up having to approve the addition of a non-judged designation labeled "Class X" to accommodate the classification and fielding of these uniquely created vehicles. At one point, I observed more people crowded around my car than were around a 1941 LeBaron Sport Brougham.

From Al Capone era Detrich, LeBaron and Rollston-bodied full classics, to original and ground-up restored pre-war Super-Eights and Twelves to post war Clippers, Custom Eights and Caribbean convertibles, the Packard brand was extremely passionately displayed. It was great fun watching the looks on the faces of people who you could tell were thinking, "Wow, cars like this really were built."



Packards of the 1930s



A row of Clippers



Sal & Jo Ann Saiya's lovely 1941 180 sedan

Anyone wishing to attend a Packard National meet might have an opportunity in July of 2012 when the PAC (Packard Automobile Classics) meet will be hosted in Williamsburg.



HERSHEY REGION ANNOUNCEMENT

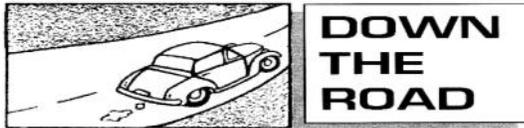
We do need judges now!! Please register immediately and call your friends in the judging community as well. With almost 1,300 cars again we need you all. The AACA Hershey Region has pulled all stops out to give you one of the best gifts in years, one that you will treasure for a lifetime even if you are Chevy fans! Please go to members.aaca.org and sign up now or [click here](#) for the mail-in form. We need you!

Memorial to a Hero

By Sandy Hall

Just thought I would pass on that former Tidewater Region members, Wade and Peggy Ewell, lost their grandson recently, Lance Cpl. Cody S. Childers, 19, of Chesapeake while supporting combat operations in Afghanistan. I know we hear the news daily about someone losing a loved one, but when it is someone you know, it really brings it home what these men and women do so that we might be able to enjoy the lives that we do.

Please keep Wade and Peggy's family in your thoughts and prayers.



LOCAL

- Sept.16 TRAACA Dinner Meeting, Aberdeen Barn, Va Beach
- Oct. 21 TRAACA Dinner Meeting, Aberdeen Barn, Va Beach
- Oct.23 & 24 TRAACA Fall Tour to Richmond
- Oct.30..... TRAACA Ladies Driving Tour to Coinjock
- Nov. 13.....TRAACA Chili Cook-off
- Nov.18TRAACA Dinner Meeting (Silent Auction)

REGIONAL

Sept. 18... Richmond Region announces their 35th Annual Edgar Rohr Memorial Car Meet, Manassas Museum 9101 Prince William St., Manassas, VA. 10-3, Day of Registration 8 -10, See www.bulrunaaca.org for more details.

NATIONAL

- Oct.6-9.....AACA Eastern Fall Meet, Hershey, PA.
- Oct.24-29....AACA Reliability Tour, S. Georgia/North Florida

Attitude is a little thing that makes a big difference."

Winston Churchill

**LETTER FROM
IVAN JOSLIN**



about the AACA 75TH BOOK

Dear Bob & Terry, (Terry Bond and Bob Stein)

Today's mail brought my copy of the great book commemorating the 75th Anniversary of AACA. What a fantastic momento, made even better by the contributions of you two! I opened it immediately, and went page by page from cover to cover. Didn't read it completely (yet), but pulled out every insert and checked them out, and scanned every photo for names and faces I recognized. Hard for me to believe it's been 25 years since we participated in AACA's 50th Anniversary!!

Bob, your write-up of how our Region got its start was excellent, and your tribute to both Tommy Moody and Merritt Horne was so fitting. I'm thrilled that I knew both of them well, as Tommy Moody played a significant role in my pursuing in 1979 the antique Oakland Sedan which I knew about in Raleigh, NC, and which I began the total restoration of in 1981, and sold to Ken & Charlene Roach in 2005 when we moved to The Villages, Florida. Tommy and Merritt were also good friends of Marjorie's Daddy who owned and ran the Amoco Service Station on Lafayette Blvd. in Norfolk.

Terry, I spotted Susan's picture with a group of judges, then saw your plaque on the 'President's Board', then read your fine article at the close of the book, along with the great photo of you in your GTO. I'm still prejudiced to Pontiac because of the wonderful journeys and memories we have of my '58 Bonneville, which next to my TR3A was the 'funnest' car of the 20+ I owned and drove!

CONGRATULATIONS to both of you, and for what you continue to do to bring notoriety and National recognition to the Tidewater Region! Marjorie and I are proud of our Club, and proud to claim you both as friends.

God Bless! Warmest personal regards, Ivan

TERRY'S REPLY

Thanks Ivan, the book is a tremendous success for AACA and I was glad to have a part in it, however it carries the strength of Tidewater Region. I've been so proud of this gang - the "home team" as I often refer to them. There have been many, like you, who have made us great. Regions and Chapters are the foundation of AACA so we're proud of all that you have contributed over the years.



THROUGH THE WINDSHIELD

>>>>>> PARADE <<<<<<

Hey gang; it's the zenith of the parade season! The TRAACA will be participation in Virginia Beach's Neptune Festival Parade on Saturday, September 25th. This is the Parade that you told me you wanted to participate in. On parade day a representative (me) of the TRAACA will check in with the Registration Tent

located on the west side of Atlantic Avenue at 14th Street. The TRAACA Parade unit number is 071 and we will assemble on the east side of Atlantic Avenue between 14 – 12 streets, lower half. The participants will enter from Pacific Avenue and assemble on Atlantic Avenue in their assigned unit.

Let me know if you plan to attend by email to jere33@verizon.net so I can get the word out when I find out the details. Any additional information forthcoming will be promulgated by email prior to September 25th. All cars should show up between 10:00 -10:30 AM the morning of the parade. Line up on my Bikini Blue '54 Packard Patrician. The Parade kicks off at 11:30 and proceeds from 16th to 33rd street where we'll disperse. The reviewing stand is on 25th street. Let's get a good turn-out to advertise the TRAACA and show the people of Virginia Beach our beautiful cars. **Remember to bring your magnetic TRAACA signs.** For additional information call Jere Avenson at 549-1008 (h) or 646-2165 (cell).



Updates from your Activities Committee

By Dot Parrish

What a fabulous show we had at the Virginia Beach Airport on August 28th. The weather was a little warm but sunny and no wind so they were able to fly planes all day. I think everyone thoroughly enjoyed it. We had some friends drive up on Friday just to bring their car and see the planes. We also met some folks in Blacksburg from the Philadelphia area that said they were coming to our show in a couple of weeks. Linda invited them to come for our Friday Night Social.

I want to thank all of the Activities Committee that helped in any way to make it a success. Thanks to John Gancel and Bob Parrish for setting up the tables and to all of the members that helped put them back up. I don't know if I want to thank Linda and Leslie for providing the entertainment, or not. I think there were three red faces up on the stage.

By the time the Mud Flap comes out we will have done our Behind-the-Scenes-Tour to the Norfolk Zoo. I hope they let all of us out of the cages. Unfortunately, we have to deal with the wrath of "Hurricane Earl" a day before the tour. The zoo will make their decision on Friday afternoon to see if we will be able to attend or have to reschedule. I'm really looking forward to it.

Of course there is HERSHEY October 6-9, 2010 for the great Car Show and Car Corral.

Then, the weekend of October 22-24, Bob Pellerin is planning a fun-filled weekend to Richmond for our Fall Tour. It will start on Friday, but if you cannot make it for both days, come on Saturday and catch up with the group. We will learn a lot of Virginia history this weekend and he has a lot of fun things to do. We are even doing a Ghost Walk on Friday night. Sounds like fun. Be sure to make your reservations for the Linden Row Inn in Richmond for Friday, October 22nd and Saturday, October 23rd.

There is a free breakfast and he has a good rate of \$89.00 per night. Phone is 804-225-5841. **REGISTRATION DEADLINE OCT. 8TH** He has 20 rooms set aside and they are going fast, so

be sure to call today for your room. Be sure to look for the Registration Form for the Fall Tour in this Mud Flap and fill it out and send it back to Bob Pellerin.

Be sure to mark your calendar for October 30, 2010 for the Ladies Driving Tour. We will meet at Greenbrier Mall at Sears's about 10 and leave around 10:15 AM heading towards Coinjock to eat at the Coinjock Marina Restaurant. Ladies, if you do not want to drive with your spouse, we will put names in a hat and let you have another navigator!!

Future dates to put on your calendar are November 13th for our Chili Cookoff at the Milligans and December 4th for our holiday party.



TRAACA FALL TOUR 2010

By Marty Sugermeier

Tour leaders – Bob Pellerin and Dan Ciccone
Our tour to Richmond on Oct. 22 – 24 will begin at 7:15 AM Friday morning at Lake Wright Motel on Hampton Blvd. Take off time is set for 7:30 AM. A breakfast before you get there would be a good idea. We are stopping at the New Kent Winery north of Williamsburg before lunch. There you will get a chance to tour and taste. They opened their doors in 2008 after eight years of planting, building and planning. From there we travel to lunch at Rose and Crown Tavern. They offer delicious salads and sandwiches at very reasonable prices. Our next stop is Chelsea Plantation built in 1709. General Lafayette headquartered there before the battle of Yorktown. We can walk off some of our lunch on the tour.

Then we will travel into downtown Richmond to check in at the Linden Row Inn. **REGISTER BY OCT. 8TH**. Dinner will be at the Capital Ale House opened by a group of beer lovers determined to make this Richmond's beer oasis. They offer many beers made in Virginia. After dinner, you can take some evening air with a Ghost Walking Tour.

No doubt Saturday morning will dawn bright and cool. After breakfast, we start the day with a tour of the American Civil War Center and go on to tour the Hollywood Cemetery. Lunch will be at Perly's Restaurant just a few blocks from our hotel. After lunch we will tour the Virginia State Capital and the Governors' Mansion. Dinner and a play will be the fare for Saturday evening. The Swift Creek Mill Playhouse in Chesterfield, VA will present "The Foreigner", a comedy about two devious characters dealing with a foreigner who they think does not speak a word of English. The menu sounds divine.

Sunday morning after breakfast we travel to The Museum of Edgar Allan Poe just a few blocks from the Linden Inn, then on to Maymont Park for a tram and house tour. Maymont, completed in 1893, is a fine example of a Gilded Age estate. It was bequeathed to the city of Richmond in 1925 and six months later opened to the public as a park and museum. We will enjoy the Nature Center there too, not to be missed by all you nature lovers. This Fall Tour will be one we talk about for years to come. Don't miss it.

September Dinner Meeting

By Marty Sugermeyer

Our dinner meeting on Sept. 16th at the Aberdeen Barn in Virginia Beach will be a very special one. AACA President Terry Bond will be giving a presentation to share the experiences he and Sue have had during this incredible year. The articles from Meggie (Terry and Sue's MG traveling companion) have given us a sample of the exciting times they have had as they traveled to AACA meets and tours throughout the country. Come hear some of the rest of the story.

October Dinner Meeting

By Linda Pellerin

We have a guest speaker Harold Cones scheduled to speak at the dinner meeting. He lectures on Cruise lines and has written several books. His topic will be "Getting there is half the fun". It is about traveling the back roads across country when there were mom and pop restaurants and hotels, before big business comes along. If there is time he is also a postcard historian and will touch on dating postcards. He has also written books on postcards. This will be a fun program, and I hope to see you there.



WINNER VEHICLE CLASS AWARD

9th Annual Lee Hall Mansion Car Show

Newport News, VA, August 10, 2010

Bob Pellerin 1938 Standard 2nd Place

AACA Southeastern Fall Meet in Blacksburg, VA, August 14, 2010

Terry Bond	1912 Triumph	5a	Repeat Pres.
James Elliott	1928 Auburn	18e	First Pres.
Marty Weber	1933 Packard	19b	First Pres.
Dick McIninch	1936 Rolls Royce	19c	1 st Junior
Bob Pellerin	1938 Standard	20e	1 st Junior
William Williams	1976 Cadillac	27i	Senior
Jeffrey Locke	1985 Cadillac	27p	3 rd Junior
Tom Cox	1964 Cadillac	DPC	
Cheryl Drnec	1978 Chevrolet	DPC	Repeat
Neil Sugermeyer	1931 Willys Knight	HPOF	Repeat
Bob Stein	1963 Centaur	HPOF	Repeat
Tony Scarpelli	1964 Imperial	HOPF	Repeat

KEY TO AACA JUDGING

Class Judging - Numbered and lettered classes

First showing - 1st, 2nd, or 3rd Junior

After achieving 1st Junior - Senior

After Senior - First Preservation, Repeat Preservations

HPOF - Historic Preservation of Original Features - 1st, Repeat

DPC - Driver Participation (Certified, Repeat -at national)

WINNER VEHICLE CLASS AWARD

Brits on the Bay Car Show

Williamsburg, VA - May 2, 2010

Bob Pellerin 1938 Standard 2nd Place

Khedive Shrine Show,

Chesapeake, VA, August 21, 2010

Bob Pellerin	1938 Standard	Dealer's Choice
Gerry Olson	1940 Graham	1 st Place
Bob Parrish	1978 Thunderbird	1 st Place
Boyd Swartz	1964 Volvo	1 st Place
Tom Wedeking	1941 Dodge Pickup	2 nd Place
Charlie Dawson	1957 Chevrolet Belair	1 st Place
Iven Godwin	1956 Oldsmobile	Potentate's Choice

TIDEWATER REGION AACA

37th ANNUAL MEET - AUG. 28, 2010

(AACA Rec = AACA Recognition - vehicle has won an AACA National Award—1st Junior or higher)

David Pace	1964 Cushman	5e	AACA Rec
Dick Pensyl	1929 Chevrolet	18c	First
Sam Kern	1925 Franklin	18d	AACA Rec
Dwight Schaubach	1929 Duesenberg	18e	AACA Rec
Dwight Schaubach	1931 Franklin	19a	First
Ed Lail	1930 Lincoln	19a	AACA Rec
Dwight Schaubach	1930 Duesenberg	19a	AACA Rec
Bill Wilcox	1932 Packard	19b	AACA Rec
Marty Weber	1933 Packard	19b	AACA Rec
Bob Woolfitt	1934 Packard	19c	AACA Rec
Ted Knight	1942 Lincoln	19e	First
Chris Lawrence	1937 Dodge	20d	AACA Rec
Bob Pellerin	1936 Austin	20d	AACA Rec
Ken Talley	1939 Mercury	20e	AACA Rec
Bob Pellerin	1938 Standard	20e	AACA Rec
Jere Avenson	1941 Packard	20f	First
James Cason	1940 Chevrolet	20f	AACA Rec
David Curl	1929 Model A	21b	Second
Matthew Gresalfi	1937 Dodge	22b	First
Margie Tillett	1942 Ford Jeep	22b	First
John Heimerl	1934 Dodge	22b	AACA Rec
Lee Roy Pace	1954 Chev. Pickup	22c	AACA Rec
Jody Dudley	1977 Ford	22g	First
Dan Ciccone	1969 GH Truck	22g	Second
Jody Dudley	1972 Ford F250	22g	Second
Jody Dudley	1976 Ford F350	22h	First
Jody Dudley	1979 Ford	22h	Second
Bob Stein	1949 MG TC	25a	AACA
Skip Patnode	1967 Alfa Romeo	25b	First
Jim Villers	1967 Mercedes	25b	First

CONTINUED ON NEXT PAGE →

WINNER	VEHICLE	CLASS	AWARD
Rick Overbaugh	1967 Triumph	25c	AACA Rec
Julie Hobbs	1950 Ford	26c	Second
Dewey Milligan	1953 Ford	26d	First
Jere Avenson	1954 Packard	27a	First
Anthony Scarpelli	1956 Chrysler	27b	AACA Rec
Christian Aicher	1958 Cadillac	27c	First
Jody Dudley	1959 Edsel	27c	Third
Joe Geib	1966 Avanti II	27g	First
Wyann Kaiser	1966 Thunderbird	27g	AACA Rec
Viator Trudeau	1968 Cadillac	27h	First
William Williams	1976 Cadillac	27i	AACA Rec
Dot Parrish	1978 Thunderbird	27m	AACA Rec
William Williams	1979 Lincoln	27m	AACA Rec
Matt Gresalfi	1983 Buick Riviera	27o	Second
Jeff Locke	1985 Cadillac	27p	Second
Larry Cutright	1933 Ford	28a	First
Joe Burroughs	1939 Ford	28c	First
Vito Serrone	1958 Corvette	30a	First
Bob Ward	1957 Thunderbird	31	Second
John Gancel	1955 Chevrolet	32	AACA Rec
Julius Sandler	1957 Chevrolet	33	First
Al McVicker	1957 Chevrolet	33	First
Bob Pellerin	1966 Mustang	34a	AACA Rec
Alan Swenson	1968 Ford	34b	Second
Tom Pritchard	1961 Pontiac	36a	AACA Rec
Bruce Sedel	1962 Ford	36d	First
Richard Hall	1972 Buick	DPC	
Jack Pavlidis	1967 Mercury	DPC	
Neil Sugermeyer	1932 Franklin	DPC	
Marty Sugermeyer	1968 Rambler	DPC	
Tyler Gimbert	1965 Puch	HPOF	
Dwight Schaubach	1910 Alliance	HPOF	

SPECIAL AWARDS

Best Classic Car – Sponsored by Bay Area Wholesale

Dwight Schaubach 1930 Duesenberg

Best MOPAR – Sponsored by Dr. Motorworx

Tony Scarpelli 1956 Chrysler

Best Pre-War Ford – Sponsored by Freedom Ford

Marge Tillett 1942 Ford Jeep

Best Ford – Sponsored by Kimmach Ford

Bruce Sedel 1962 Ford

Best Corvette – Sponsored by Royal Silver

Vito Serrone 1958 Corvette

Merritt Horne Award – Sponsored by Richard & Sandy Hall

Dan Ciccone 1969 Ford Good Humor Truck

Ladies' Choice Award

Kit Lawrence 1937 Dodge

People's Choice – Sponsored by Complete Auto Repair

Wyann Kaiser 1966 Thunderbird

Best in Show – By J. C. Taylor – Antique Auto Insurance

Dwight Schaubach 1931 Franklin

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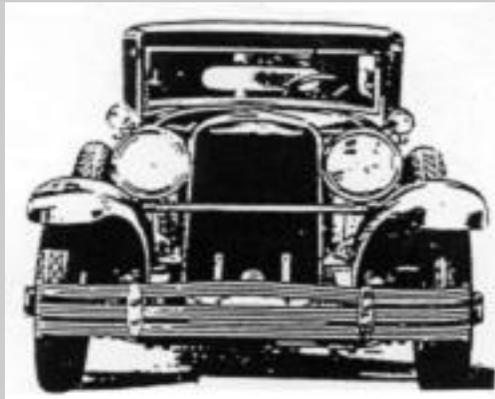
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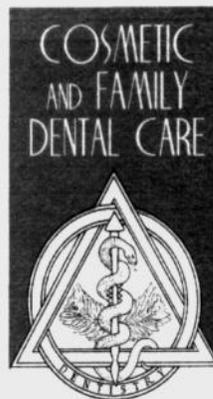
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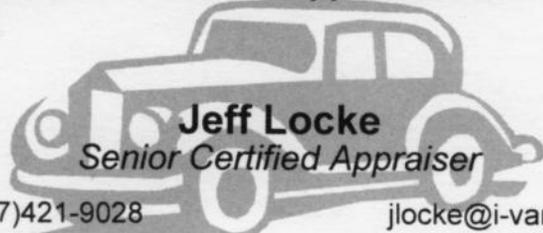
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