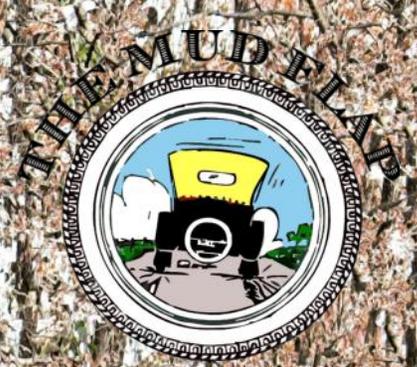


TIDEWATER Antique Automobile Club of America REGION



VOLUME 53 NO.3 APRIL 2009
A Master Editor Award Winning Publication
Al and Sharon Mercer's
1922 Mercer Series 5 Runabout
Winner of the AACA National
2008 Mercer Cup





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*President
Linda's
April
Message*

I am back from the Galapagos and jumping into the Tidewater Region full throttle. I hear the Swap Meet was a huge success and in addition we had great weather. I have checked out the pictures on the web site and it looks like it was a great time. April will be here before you know it and we have two fun events scheduled. I hope to see all of you at the Square Car Tour and the Judging School.

The first "President's Award" was given to Tom Wedeking and Neil Sugermeyer for their tireless dedication in producing our roster and getting it out to all of the members. There are many hours that go into publishing the roster. Great job Tom and Neil. I look forward in the future to recognizing more of you for your efforts. Bob Lang won our surprise free dinner this month. Our new dinner meeting location at the Aberdeen Barn is working out great. I hope to see more of you in the future.

My thanks to all of you for your kindness in remembering my Dad. We are all so lucky to be a part of this organization of wonderful people. We support each other in times of crises and we share each other's joy. The Tidewater Region is family. I am so proud to be part of this great group!

"One way to get the most out of life is to look upon it as an adventure." William Feather



Announcements

(OR CURRENT RESIDENT)

Don't worry, we are not trying to get rid of you. This is just another requirement from the post office for the use of bulk mail.

ROSTER CORRECTION

**Jere & Carol Avenson
1425 Sommerton Way, Chesapeake, VA 23320
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1922 Mercer Series 5 Runabout

by Al & Sharon Mercer

Since I cut a picture out of a Look Magazine (for my scrapbook) when I was about 8 years old I have wanted a Mercer. My first antique was a 1935 Chevy 3W. About 1971, I met Merritt Horne. He introduced my first wife, children Ray and Lisa, and I to the Tidewater Region AACA and we were hooked on the friendly people. Other cars followed: a 1939 Ford Tudor, 1940 Mercury 4Dr, then a 1928 Essex (Tidewater, remember my Essex?) and a badly weathered 1921 Mercer Runabout chassis. Finally in 1980 I purchased a basically complete but not running 1922 Series 5 Mercer Runabout (long wheelbase rumble seat roadster) from a lead through Hemmings. I had to sell all the other cars, except the Mercer chassis. Most of the Mercer components were complete enough for patterns and some missing parts were salvaged from the Mercer chassis. The heavy work of restoration started when Tidewater member Ivan Joslin at IRS (Ivan's Restoration Service) and I pulled the engine down and found that the 'advertised new babbit' was completely inadequate and most of the other engine components could not be used in their current condition. Ivan had the crank bearings and rod bearings re-babbited, but before he could complete the engine, Ford Motor Company transferred me to St. Louis.



Above: Engine left - Below Engine right



The car plus boxes of parts was shipped to St. Louis. Soon my wife left me and I met the love of my life, Sharon. Mercer work began and stopped again in St. Louis because of another transfer, this time to Detroit. The Mercer was shipped in pieces to Detroit where (rod bearings and new cam follower roller pins were fabricated). Also, while in Detroit, a wealthy gentleman had several sets of valves made and he gave me a set. Ford sent me back to St. Louis in 1992. We continued to work on the car having other mechanical parts fabricated. When I retired from Ford in 2001, I got more serious about completing the car while Sharon and I were young enough to enjoy it. I continued to work for various Ford contracts until March 06 when the St. Louis Assembly Plant closed. It still hurts to pass the site (Norfolk shares the pain).



Beautifully wood grained dash

I did some minor machine work, minor body work, the wiring and woodwork on the car. I did none of the major body, painting or upholstery work. I did disassemble, catalog, research (with help from the AACA Library) and assemble the car making everything as authentic as I could. Sharon and I spent about 75% of total time it took to restore the car. There are many AACA, Mercer Associates and other car friends who helped a great deal with labor, information and parts to complete the restoration. In November 2006 the car ran for the first time as a drivable chassis for debugging. The day we decked the body 13, people showed up to help. The car was scheduled to enter the September 2008 AACA Southeastern Fall Meet in Cleveland Tennessee. Then our upholster, who had done such a fine authentic job on the interior and top, suffered a rotator cuff injury before he could make our side curtains. Sharon's sister, Donna-Marie Pierre (an interior decorator) came to the rescue and made the side curtains and we helped install the fasteners. Sharon and I spent the entire weekend prior to leaving for Cleveland cutting, priming, and painting the new running boards. Then we had to cut and fit linoleum and aluminum trim (with miter joints).

With the help and transport of Mark Linder, Gateway Region AACA President and good friend, the Mercer earned its First Junior Award in Cleveland. The car was also nominated for a National award. Sharon and I had a great time at the AACA annual meeting February 2009 in Philadelphia and we received the National Award called the "Mercer Cup" or "Plaque". We met many old and new Tidewater Region members at the meeting, and it was special to share our excitement with them at the banquet. The glass award is beautiful – was it all worth it? You bet it was!

The two wheel internal expanding rear brakes are connected to the hand brake. The foot brake is an internal expanding drum on the transmission. We drive the car often in and around our neighborhood (day and night) and try to use both brakes. Another feature is that both doors are fitted with a pull-down compartment with pockets for specific Mercer tools. (I'm always looking for Mercer, B&S, Billings and Spencer tools of Hartford, CN.)



Al Mercer, AACA President Sharon Lee, and Sharon Mercer at the Awards Banquet at Philly

Intricately tufted front seat, Note indentation for the stick shift

Mercers were made in Trenton, Mercer County, New Jersey by the Roebling family who were the industrialists who patented wire rope (cable) and built the Brooklyn Bridge in 1886. The best guess is that about 5,500 total Mercers were produced of all engine and body types from 1910 to 1925. There are about 125 Mercers existing today including unrestored and parts cars. Our car is one of two known restored 4-cylinder long wheel base (132 inches) runabouts and one unrestored chassis. There is one restored and one unrestored 6-cylinder long wheel base runabouts known. The 6-cylinders are very similar in external appearance to our car.

God willing, our Mercer will be at the AACA Topeka, KS meet in September 2009 and in Louisville for the 75th Anniversary meet in 2010. We look forward to bringing the car east some time to show in Tidewater. Any Tidewater members heading west, remember that we are only 5 miles off I-70 at the Missouri River you are invited to come by and go for a Mercer ride. Sincerely, Al & Sharon Mercer

The Mercer L-head engine is their own 4-cylinder 298.2 cid with a 3 ¾ by 6 ¾ bore and stroke. The engine has lightened rods, a roller cam and lifters, large 2 ¼ diameter valves, large diameter exhaust manifold, a factory installed G-Piel exhaust cut-out and a 2-stage carburetor for performance. The engine develops about 70 hp. The clutch is a dry multiple-disk type with a four speed transmission that takes getting use to. The car runs very well but stopping must be planned.



Clever rumble seat hidden in the slant rear of the runabout

From Under My Hat



By Marty Sugermeyer

We all recognize the importance of being in the right place at the right time. It also helps to have the correct information, skill, and ability to meet the task. Sometimes we just have to muddle through and hope the outcome is good.

One of those times happened to me during my Spring Break trip to Florida to visit my folks. My best friend, Diana Miller, made the trip with me again this year. It has been a great get away from a couple of gals suffering from cold weather and teacher fatigue. You wouldn't believe how much pampering we have received from my folks, Jimmie (91) and Julia (90) Reese.

We flew to Pensacola on the Sunday after the Swap Meet. Mother and Daddy met us at the airport. We had all agreed to have a relaxing visit. After getting settled in we went to Subway for a light evening meal. Monday we made a trip downtown to take care of some paper work and stop at the health food store. One the way back we had an early dinner at the Marina Oyster Barn overlooking Bayou Texar. In 1947 my family had moved there when Daddy got a job as a recreation director for that city park. He had completed his degree in physical education after returning from China where he flew with the Flying Tigers. While Daddy was arranging sporting events and community dances, Mother was taking care of my baby sister Julie and me. I managed to slip away and get into the water too often for comfort. So, at age 3 Daddy taught me to swim.



Daddy (Coach) and me in the garden with the tiller

The next day Daddy wanted Diana and me to give him a hand putting some vegetables into his large garden. He showed me how to use the antique tiller – a plow with a wheel

and handles. I tried, but did not get the technique just right. Daddy is use to working about 15 to 20 minutes and then taking a break. It took the three of us about 30 minutes to put in three rows of corn. We sat down to rest. After a few minutes, Daddy started to faint. I ran to get him a glass of water. When I came back out, Diana was yelling for me to call 911. I ran back inside

and grabbed the phone. Mother was in the kitchen, and I told her to take a wet towel and put it around his shoulder. She followed up by grabbing the hose and spraying him top to bottom. That gave Diana quite a surprise to see my 90 year old mother heading toward them with the hose.

It took me a couple minutes to make the emergency call and get my cell phone. By the time I got back outside Daddy was soaked but not breathing. Fortunately, Diana originally trained as a nurse. It really paid off. We got him on the ground and Diana did a thorough job of chest compression while trying to calm me down and telling me when to blow into his mouth. We did CPR for about five minutes before he was breathing and talking to us. A couple minutes later the firemen arrived. The ambulance followed soon after.

A series of three EKGs showed that two of the three nerves firing the heart were not working at all and the third was not reliable. Daddy was fitted with a pacemaker less than 48 hours after arriving at the hospital. He was back in his room enjoying breakfast just two hours after the surgery, walked out of the hospital (no wheel chair available quick enough) the next morning, and did his one mile walk around the neighborhood the following morning.

I am so happy to be telling you about this instead of putting in a memorial notice about Daddy. Hopefully that will not happen for many years. Dr. Alshiehk said the pacemaker has a fifteen year guarantee.

We all know that it is the people that make TRAACA and AACA so dear to us, the good hearted folks - a quality that actually comes from the brain. However, the most loving and generous brain in the world can not continue without a healthy heart. Let's face it. This is not a youthful crowd. March is National Nutrition Month. There are thousands of heart healthy menus and recipes. Find a website or a book and get started. Recent research shows that the body will heal far better than was expected in the past if it has the chance. . Clogged arteries can be unclogged one way or another. If there is a flaw in your heart, get tested. You might need new plugs and points too.

I suggest that we also make March the first month of learning the newest way to do CPR. I've ordered a kit that teaches you how in just twenty-two minutes. After Neil and I have used it, we will be happy to share, our contribution to keeping our personal fuel pumps running as long as possible.

Mother, Daddy, and Diana just before we left for the return flight



FROM THE RUNNING BOARD

February 10, 2009 – TRAACA Board Meeting

By Linda Pavlidis, Secretary

NOTE: *These minutes have not been approved by the TRAACA Board and are subject to change*

The board meeting was called to order at 6:30 pm at Priority Chevrolet. Members present were Linda Pellerin, President; Bob Stein, Vice-President; Craig Casper, Treasurer; Linda Pavlidis, Secretary; Board members Scott Davies, Teresa Horton, Bill Wilcox, Don Hobbs and Riley Best. Also present were Frank Lagana, Dick Pensyl, and Dot Parrish.

Linda Pellerin began the meeting with a welcome to Bob Stein who will serve the club in the capacity of Vice President. She then read Terry Bond's "initiation" to the board. Linda Pavlidis read the minutes from the January meeting and they were approved with several corrections. This was followed by the Treasurer's report given by Craig Casper. Linda Pellerin then asked for reports from the committees, which have been summarized as follows:

Don Hobbs reported no new members this month. Dick Pensyl brought the board up-to-date on the fall meet, which will be held at the Virginia Beach Airport on September 26th. Dick also advised that Sam Kern is serving as co-chairman this year and Ken Talley has also remained on board to assist. Dick Pensyl reported on the audit of the Club's financial records and praised Craig Casper for the wonderful job he has done keeping the records and maintaining supporting documentation. Dick Pensyl presented numerous corrections/amendments/clarifications to the by-laws he and Becky Woodall think should be addressed. These were addressed and will be presented to the membership in the future. Linda Pellerin said we also need to have Attorney Jim Elliott go over these to make sure the language is legal with the SCC and corporate laws. In addition to serving on the by-laws committee, Dick Pensyl will be the Club's parliamentarian.

Dot Parrish reviewed the Club's activity calendar for the year – this will be printed and also available online. Bob Stein will start building the calendar which can be updated online if necessary. Bob Stein reviewed the Sunshine report submitted by Toni McChesney.

Bill Wilcox gave a brief report on the Fall Tour which will likely involve going up the Eastern Shore into Maryland. Whether it will be a 2 or a 3 day trip will be up to the membership which will be polled at a future dinner meeting. Bill Wilcox will do the Club's catering for 2009, and our monthly dinner meetings will be held at the Aberdeen Barn on Northampton Boulevard. Linda Pellerin thanked him for stepping up.

Bob Stein, our webmaster, advised that the Mud Flap is now available online. He is also working on setting up a library that of the 2008 copies of the Mud Flap and Club's by-laws.

Linda Pellerin reviewed the Ombudsman's report submitted by Peter Catanese. He advised that with the Mud Flap online he was getting calls about the absence of the January meeting not being in the Mud Flap. He has also received several suggestions from members. One of those acted on by the board was

putting a star under one chair at each dinner meeting. The person sitting in that chair receives a free dinner the next meeting.

OLD BUSINESS: The matter of dues for new members was discussed. Dick Pensyl advised that the by-laws can be amended. A motion was made and carried that the by-laws be amended so that new members joining the Club on or after July 1st will only need to pay half of the current annual dues (a dollar amount was not listed so that if dues should increase at some time in the future the by-laws will not have to be amended).

The swap meet on March 7th at the Hickory Ruritan Club was discussed. Riley Best said he would be in contact with Whit Moore regarding the food concession and would contact Neil Sugermeyer regarding same. Don Hobbs inquired as to having a club banner at the membership table – Bob Stein will bring it to the swap meet for display at the membership table.

NEW BUSINESS: Riley Best met with Karen Sherberger and James Scruggs of Fest Events. They are determined to have an antique boats and cars event on September 20th at Town Point Park in Norfolk. Riley told them they should check other events in the area around that time and also advised that this cannot be an AACA event.

A "token thank you" for Brad at Priority Chevrolet for the use of their facility for our meetings was discussed. It was decided that a plaque he can display and a monthly ad in the Mud Flap will be the "token." We will need to get an ad to Dana Meadows and Marty Sugermeyer – Riley Best will take care of the plaque and the ad for the Mud Flap. Maybe we can present it at the next Board meeting.

Linda Pellerin reported that she is having difficulty at DMV getting the trailer transferred to the Club – they don't recognize the corporate ID number. Craig Casper gave her the federal and state tax ID numbers – this is what DMV needs.

Linda Pellerin advised that the hospitality committee has been changed to greeters. George and Sheila Gurnee will be the official greeters, and when they are out of town Toni McChesney will step in for them. Craig Casper will let them know when a new member is coming to the dinner meeting. Linda also said it would be nice to have some stickers for new member name tags until they one and for members who forget to wear their name tags. She will pick some up. Linda Pellerin said she would like to have Craig Casper give a treasurer's report at dinner meetings. Viator Trudeau has programs lined up for the entire year. Linda Pellerin would like the Club to go to a computerized checkbook and online banking to eliminate the hassle of getting so many checks signed. She suggested Quick Books which could be used with an external hard drive and a thumb drive for the files. She also feels this will be immensely helpful in seeing how the club's money is budgeted on various items.

The matter of the minutes being published in the Mud Flap was discussed. Many felt a secretary's report instead of the minutes would be sufficient. Linda Pavlidis, the club secretary, advised that she didn't think she should be the one to go over the minutes and decide what is going to be put into a report. Bill Wilcox said we should approve the minutes before they are published. The meeting was adjourned at 8:57 pm.



Winter Blast To Kitty Hawk To See Elvis

By Dot Parrish

Neither wind nor a driving rain could dampen the spirits of 29 people going on the Winter Blast to Kitty Hawk to the Outer Banks Music Showcase Theatre to see the Elvis tribute, with Sterling Riggs. WHAT A SHOWMAN! He is probably one of the best Elvis impersonators around. Most of us have seen him several times, as we have had him to a couple of our car club functions in the past.

We left Greenbrier Mall at 3 PM on February 29th and some of the members chose to go to the Black Pelican Restaurant, and the others went to Maco Mikes. I think everyone enjoyed their meals at both restaurants, and I know they enjoyed the show. Two of the couples decided to stay for the night instead of going back late that night.



Above: Elvis serenades Sandy Hall, Becky and James Woodall
Below: Group shot in the theater—Photos by John Peters

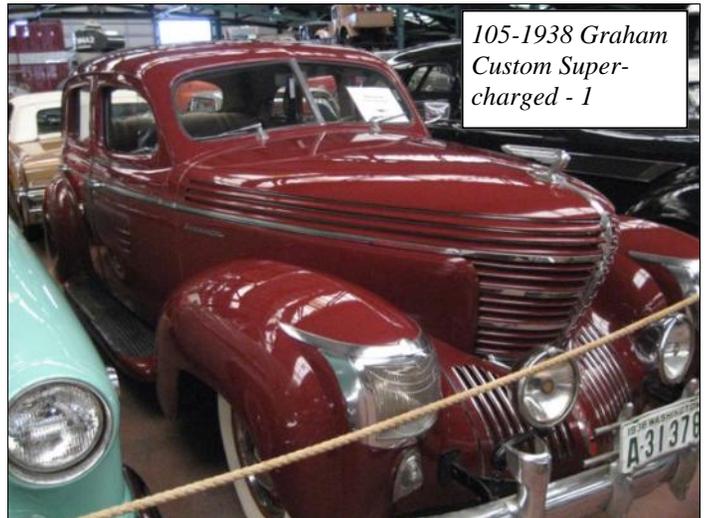


Elvis with Leslie McGinn—Photo by Toni Scarpelli

Those attending were Bob & Linda Pellerin, Sandy Hall, Toni Scarpelli and Leslie McGinn, Becky & James Woodall, Frank Lagana and Alma Terry, Marie & John Gancel, Toni & Mickey McChesney, Barbara & Ken Talley, Dot & Bob Parrish, Andrew Sitar & friend Danielle, Marge & Rad Tillett, Vicky & John Peters, Linda & Jack Pavlidis, Zelda & Bob Lang, Whit Moore, and Riley Best.

TRAACA MARCH DINNER MEETING

On March 19th after a great meal at Aberdeen Barn on North Hampton Blvd we enjoyed a fantastic presentation by John Gancel on the LeMay Auto Collection in downtown Tacoma, WA. John showed many slides that was just a sample of the over 3000 vehicles in the collection, it is billed as the largest in the U.S. and called America's Automobile Collection.



105-1938 Graham Custom Supercharged - 1



2009 Swap Meet

by Neil Sugermeyer

Saturday morning, March 7th, dawned at the Hickory Ruritan Club building with TRAACA members in place to launch the annual Swap Meet. Tony Scarpelli was already directing vendors into spaces outside while Terry Bond opened the building for the inside vendors to set up their spaces. Mickey McChesney, Bob Green and Neil Sugermeyer had marked off the outside spaces and set up the inside spaces the day before, so the entire meet was a go from the moment the first vendor arrived. Bob Stein arrived early on, and was busy most of the morning checking in and collecting from unregistered vendors. A good number of TRAACA members also came early to assist in guiding vendors into their spaces, and to direct parking display cars and for the visitors.

We will do it again next year on the 6th of March, and to all those who took the time to help this year, a big THANK YOU is in order. It took the combined efforts of a lot of us to make this meet fun and a success, and as a result, everyone seemed to have a good time as well as loosen a few moths from their pockets or empty a corner of the garage.



*Directing cars and parking is a major job at the Swap meet.
Photo by Bob Stein*



*Above: Riley Best, Don Hobbs, and Peter Catanese at club table
Below: Three generations of Bond: Grandma Sue, Grandpa Terry, daughter Lindsay (left) grandkids Taylor and Jack (center)*

You couldn't ask for a better day for this event. Temperatures were about 70 degrees, and a gentle wind blew all day, with only an occasional cloud to shadow the sun. Nearly 60 vendors were in attendance, and there was no count of the number of visitors who came to sample the goodies to be found at their booths, but I do know that some folks came from as far away as Richmond, and Dewey Ableiter came down from the Northern Neck to set up inside and sell. This year, the Ruritans were asked to handle the food sales, and they reported a brisk business throughout the period of the Swap Meet.



Toni McChesney and Dot Parrish manned the Club Store for part of the day.



SPOTLIGHTS

CHRYSLER CORNER

By Anthony Scarpelli

Lynn Townsend and the creation of the Chrysler Pentastar

The Chrysler Pentastar has been a symbol of Chrysler Corporation since 1963. The story of its creation has its roots in another Chrysler financial crisis this time from the early 1960s. Lynn Townsend was an auditor who was hired as a comptroller at Chrysler in 1957. In early 1962 Chrysler was in financial trouble for number of reasons. "Forward Look" styling which led the industry in 1957 had changed every year to the point where it looked overdone and on some Dodges and Plymouths, bordered on bizarre. Full size Dodges and Plymouths were downsized and were a sales disaster. The Desoto division was disbanded. Finally, there was a scandal within the Corporation when the then president was accused of receiving stock from suppliers in exchange for being selected to make parts for Chrysler.

In these circumstances, Lynn Townsend became corporation president after being at Chrysler less than five years. To put this in perspective, a typical executive at General Motors worked at GM at least 25 years before being considered for president. Though Townsend was considered young and inexperienced (he was his early forties), initially, he was very creative. During his first six years as President, Chrysler gained Market share and made money. That was as long a time period of prosperity as Chrysler has enjoyed from 1950 to the present.

One of the first things Townsend did was to tour the Chrysler dealers around the country, finding ways to strengthen the dealer body. In those days there were not a lot of chain restaurants, where you could be sure to the menu and quality of the food. Townsend and his staff typically ate at Howard Johnson restaurants. The story of the Pentastar goes that one day Townsend remarked to his aide that anywhere they traveled there was a nearby Howard Johnsons. His aid replied that there were more Chrysler dealers than Howard Johnson restaurants. This shocked Townsend, he thought about why Howard Johnson seemed to be everywhere and Chrysler dealers seemed invisible. Townsend decided that it was the orange roof atop all Howard Johnson restaurants that made them stand out. Thus began the search for a symbol to represent the Chrysler Corporation.

An agency, Lippincott & Marquiles, was hired and the result was the Chrysler Pentastar. The Pentastar was a simple and classic geometric shape. It symbolized strength, its shape resembling The Pentagon, the building that was the home of the nations military. It was symmetrical and looked the same from any angle. It did not have words and would be used and recognized internationally.



Pentastar behind passenger front wheel 1964

In addition to being placed on all dealerships, and becoming the symbol on all Chrysler car key blanks, starting in 1963 and continuing into the mid seventies, the Pentastar was placed on the right side of all Chrysler vehicles behind the right front wheel so it could be seen while the vehicle was parked at the curb. To give it a touch of class and to save money, the Pentastar was only on the vehicle right side, it was not placed behind the driver's side front wheel. This prompted many Chrysler owners who were used to initial Chrysler build quality, or lack of it, to complain to their dealer that the star on the left was missing.

Lynn Townsend retired during a Chrysler financial crises in 1975, but the Pentastar lives on to this day.

Chrysler headquarters, Auburn Hills, Michigan



SAFETY ITEM

By Neil Sugermeyer

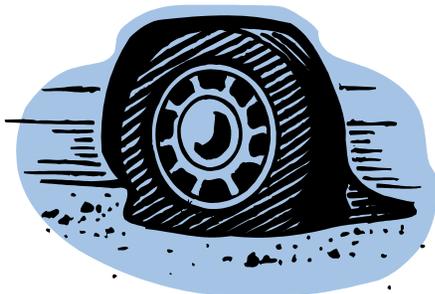


Here we are at the beginning of another Old car show and tour season, and a few things ought to be checked before heading off to the next event.

First, for an AACA National event, or most any other show for that matter, AACA's requirement to display a certain type of fire extinguisher has changed.

If you missed the information in the latest *Antique Automobile*, the former detailed requirements no longer apply. Now, a fully charged UL approved fire extinguisher of any type will meet requirements. The size and capability are the vehicle owner's decision, but as always, it must be prominently displayed for the judges. Keep in mind, however, that should you experience a real vehicle fire while using your antique, the extinguisher you select should be adequate to put it out. Antique extinguishers that match the age of your car may look neat, but probably will let the car burn to a crisp when actually put to use. The new extinguishers are rated for specific applications – consider what might happen to your car that could cause a fire, and select one that will do the required job of putting it out. Yes, some extinguisher chemicals may damage the paint or engine compartment, but isn't that better than losing the entire vehicle?

How about tires, brakes, lights and wipers? Although in Virginia, our registered antiques no longer have to be inspected, to ignore those items on your antique that your modern car has to satisfy to pass state inspection is inviting trouble when you least expect it or want it to happen. If left unattended on your prized vintage vehicle, you can bet some gremlin will snap back to bite you. Check this stuff out now, before the hot weather arrives and you are ready to roll. It will make life a whole lot more fun and easier in the long run.

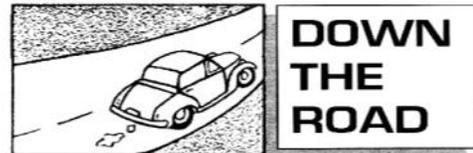


Letter to the bank

Dear Sirs,

One of my checks was returned marked "insufficient funds". In view of current developments in the banking market, does that refer to me or to you?

Please advise.



LOCAL

- April 11..... TRAACA Square Car Tour
- April 16..... TRAACA Monthly Dinner Meeting
- April 25.....TRAACA Bob Roughton's Judging School
- May 9.....TRAACA Standard Stick Driving School
- May 16..... ODMA Meet, Woodbridge, VA
- May 21.....TRAACA Monthly Dinner Meeting
- June 13.... TRAACA Annual Picnic at Schaubach's
- Sept 26.....TRAACA Annual Meet – Virginia Beach Airport

REGIONAL

- April 26.....35th Piedmont Region AACA Car Show, Charlottesville, VA, 434-823-5372, Ruckus@embarqmail.com
- May 1&2....All Packard Indoor Swap Meet, Sponsored by Mid-Atlantic Packards, Fredrick Fairgrounds, Fredrick, MD,
- May 8-9....Apple Blossom Meet and Flea Market, Shenandoah Region, Winchester, VA, www.huskyclub.com/abmeet.htm
Meet Chairman Duane Catlett (540)533-7376
- May 16... ODMA Meet, Woodbridge, VA
- July 18.....Que & Cruz Car Show Louisa, Va to benefit the Zion Crossroads Volunteer Fire Department and the Small Country Children's Fund 540/223-6329

NATIONAL

- May 28-30.....**AACA Eastern Spring Meet** - Gettysburg, PA
 - June 11-13....**AACA SE Special Spring Meet** –Middle Tennessee Region, Lebanon, TN
 - Aug. 22-28 ...**AAA Glidden Tour** (Cars 42 & earlier) – Rocky Mt. Region, Golden CO
 - Sept. 18.....**AACA Annual Grand National AMeet** – Topeka Region, Topeka, KS
 - Sept.19.....**AACA Central Fall Meet** – Topeka, KS
-

CREATIVE PUNS FOR "EDUCATED MINDS"

The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

She was only a whiskey maker, but he loved her still.

A rubber band pistol was confiscated from algebra class because it was weapon of math disruption.

**ARE YOU A PUNSTER?
SEND IN YOUR BEST.
AUTOPUNS WILL BE GIVEN PRIORITY.**



THROUGH THE WINDSHIELD PARADE REPORT

By David Sitar

With 2009 already over one-quarter gone, and most of the cold weather hopefully behind us, it's time to start thinking about parades. As some of you may already know, Jere Avenson has taken the helm as Parade Chairman for the Tidewater Region. Between work and school, my schedule has become too crowded so I had to thin out some of my duties. Jere jumped at the chance to relieve me, thanks Jere! We have devised a wonderful plan that we believe will make the transition as smooth as possible. I will continue to submit the applications for the rest of this year and I have been listing Jere as the new point of contact on the application form. Ideally, when the information package gets mailed out confirming our acceptance into the parade, it should be mailed to Jere. Jere and I will both be able to provide you with information regarding parades for the rest of 2009. All parade questions after December 31, 2009 should be directed to Jere Avenson, you can find his contact information inside the front cover of this issue of the Mud Flap. Now on to the important stuff:

The **26th Annual Pungo Strawberry Festival Parade** will be held on Saturday May 23rd, 2009. The parade steps off at 10 AM sharp. If you plan to participate, you will need to be in the assembly area at the Coast Guard Station on Indian River Rd. between 8 and 9 AM. Our unit number has not yet been assigned. Watch your e-mail or call for more information as we near the date.

The **125th Annual Portsmouth Memorial Day Parade** will be held on Monday May 25th, 2009. The parade steps off at 11 AM sharp. Participants will need to be in the staging area at I.C. Norcom High School no later than 10 AM. Our unit number has not yet been assigned for this parade; more information will be available as we near the parade date. Come out and be a part of the oldest continuous parade in the nation!

Jere Avenson, Parades co-chair (in training)

Per normal, we'll not get firm information back from the officials until shortly before the events. We would like to encourage those with the magnetic TRAACA signs to display on their cars. I'll send an email out to everyone as soon as we get more details.



Activities Information For April

By Dot Parrish and the Activities Committee



SQUARE CAR TOUR



Be sure to come out for the Square Car Tour on Saturday, April 11th to Barbara & Ken Talley's home at 1535 Newland Road in Chesapeake, VA at 10 AM. They will be serving Bennett's Bakery doughnuts and Barbara & Ken's coffee. **If you need directions to Ken's house, give him a call.** (Ken's phone is 421-7534)

We will be leaving there about 11:15 AM and tour the back roads in Chesapeake and Virginia Beach at a slow pace. There will be a rest stop along the way and then we will end up at the Seacrest Restaurant on Princess Anne Rd. in Pungo about 1:30 PM. This is one of our most well attended events of the year and you **do not** have to have a square car to attend. Come out and join your fellow car club friends for a day of fun and fellowship. Ken says "Be there, or be square!"

TRAACA APRIL DINNER MEETING

Held on April 16 at Aberdeen Barn on North Hampton Blvd. The program will be by Charles O'Brien on Antique Air Planes he has flown from the Virginia Beach Airport.



Judging School

Two weeks later we will have a judging school, instructed by Bob Roughton. Bob has conducted this many times before and does a great job. This will be held on Saturday, April 25th at his shop. The address is 5741 Bayside Rd. (Off of Diamond Springs Rd)

This gives people that want to learn to judge, or just to brush up on some of the pointers of judging an opportunity to do so. We will have coffee and doughnuts in the morning and for lunch we will maybe get pizza.

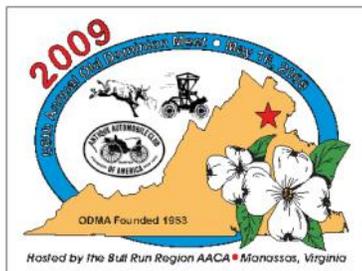
Bob wants to start the judging school about 9AM, so get there so you can get a cup of coffee and a doughnut before he starts. We will need a head count for this so we will know how much food to get. Please sign up at the next meeting or call Dot Parrish at 547-5034.

Linda's Stick Driving School (Postponed)



Due to another conflict, Linda will not be able to hold the "Stick Driving School" previously scheduled for May 9th. It will be rescheduled soon.

May 15 and 16 ODMA Show



By Sandy Hall

The Bull Run Region is hosting the 56th annual Old Dominion Meet Association show this year on May 15 and 16 in Woodbridge. Pat Paquette, meet chairman and her crew have planned a nice weekend of

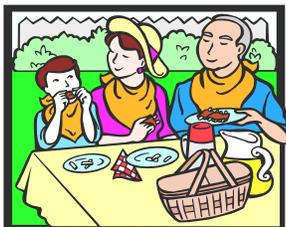
old car fun. The show, Friday social and banquet will be held at the VFW Post 1503 on Minnieville Rd. There is NO TRAILER PARKING or space to unload at the VFW Post, however there is a shopping center a short distance from the VFW and a residential neighborhood across the street where you might be able to unload motorcycles and Maxwells.

I have blocked some rooms at the Comfort Inn which is a new hotel. They offer a "Hot Breakfast", indoor pool and space for two or three trailers. The rate is \$89.99, and when you call, ask for the "ODMA" block, group number 100448.

The ODMA is the only association of state Regions in all AACA! It has been in existence for 56 years! One of the special awards is the coveted "ODMA Trophy" which is awarded to the member Region that accumulates the most points for cars shown, judges and several other things. Richmond and Tidewater are constantly battling to see how many consecutive years each Region can keep the trophy. Last year Tidewater won it. Even though Richmond is nearer to Woodbridge, lets show them that we can win it in 2009!

TRAACA ANNUAL PICNIC

Be sure to mark your calendar for June 13th for our annual TRAACA picnic to be held at Dwight & Jane Schaubach's home. You don't want to miss this.



TRAACA FALL MEET

Saturday, September 26, 2009

If you don't already have a way to participate in the Fall Meet to be held at the Military Aviation Museum (same place as last year), you can give Dick Pensyl a call at 549-0935 or send him an email at jandpen@yahoo.com. The list of committee chairpersons was listed in last month's Mud Flap. The first MEET MEETING will be held in May. Our 2008 annual meet was the best ever for Tidewater. This year could be even better.



AACA 75th ANNIVERSARY MEET IN LOUISVILLE KY JUNE 30 – JULY 3, 2010

By Ken Talley

What about a tour of old cars driving to Louisville in 2010? I would like to organize a tour starting in Tidewater and driving to Louisville for the 75th anniversary meet. It is about 650 miles and would most likely take 2 ½ days. We should be able to incorporate some sight seeing each day and make this a real special event. If you are interested please let me know, this will take some real planning.

We could invite regions along the way to join us. I brought the idea up at the March ODMA planning meeting, and Richmond and Piedmont Region representatives showed some interest. We have enough time to get our cars ready for a trip such as this. These cars are meant to be driven! So, let's get started with some planning!

Let me know and help plan this event.

Ken Talley 757-421-7534 EMAIL kenntalley@aol.com

The Tachometer

Reprinted with permission from the Brass Lamp ,
Genesee Valley Region

SUBMITTED BY MURRAY STAHL

Tachometers have been around for a long time. Devices to count revolutions were used on water wheels, steam engines and many other rotating machinery devices for the purposes maintaining safe speeds and calculating/monitoring repair cycles..



In the automotive world the tachometer debuted in racecars. Their purpose was to allow the driver to see when he was approaching the limit of the engine's rev and power range, after which the internal parts were likely to encounter destructive forces. Drivers couldn't (and still can't) hear the engine as it approached maximum rpm due to the enormous noise level coming from the open exhaust exiting there, and everyone else's, engines - hence the need for an instrument that denoted the "redline." The so-called "redline" of an engine was established to make sure it wouldn't be run continuously past a certain revolution limit. Each engine had its own redline, calculated by the builder and based on the balance of internal parts, oil flow, valve train geometry and other factors. The tachometer was the sole instrument that, if heeded, would keep the engine from catastrophic failure. Starting in the 1950s, tachometers appeared on sports cars. They were installed as standard equipment on

nearly all sports cars because these were the most likely vehicles to be raced or driven to their limits of performance. In almost every case these early tachometers, were mechanical.

Mechanical Tachometers

Mechanical tachometers, are simply cable-driven (or any sort of flexible shaft-driven) meters that use a magnet assembly with an attached needle or other indicator. They are identical in design to speedometers, except that they are calibrated, normally, to show engine revs x 1000. The cable is driven from the camshaft or distributor shaft and its other end turns the central assembly in the gauge. The magnet in the assembly exerts a certain pull on the needle's metal housing, causing the needle to move. The faster the cable turns, the greater the magnetic pull, hence a higher reading on the dial. Mechanical tachometers, suffer the same disadvantages as speedometers. The cables can twist and break due to poor lubrication. The internal assembly in the gauge can also bind due to poor lubrication and both can make noise after some time. Even working perfectly, the non-linear aspect of mechanical tachometers, renders them less than perfectly accurate. They also require extra machining of parts that comprise the drive mechanism.

Electric Tachs

By the late 1950s and early 1960s, electric tachometers became the standard in the industry. The main reason they did so was one of cost, since an electric tachometer can easily cost less than 1/4th that of a mechanical equivalent, and there are no machined parts necessary for operation only a length of wire. Incidentally, electric tachometers are more accurate, making them far more useful. An electric (or electronic) tachometer is simply a voltmeter. Instead of reading direct voltage from a wire, however, the tachometer reads from the ignition's circuitry.

Since the voltage comes in pulse form from the ignition, the electric tach's needle only moves upward momentarily, following each pulse of current. The greater the number of pulses in a fixed period of time, the further the needle moves, because it is ultimately measuring average voltage.

Properly calibrated, electric tachometers are extremely accurate. If their internal circuitry is designed to limit voltage spikes and extraneous interference, such tachometers are very reliable and will last the life of the car. The only possible downside of electric tachometers, is that, since they are connected to the ignition system, a major short circuit in the tachometer can disable the ignition. This happened to one of the Falcon Sprints during the 1963 Monte Carlo Rally. The driver had to pull out of that portion of the race because he wasn't smart enough to disconnect the tachometer wire. Similar things happened frequently in races during the 1960s until the instruments were designed to prevent ignition shorts.

Tachometers Today

Oddly enough, nearly every vehicle sold in the U.S. today has a tachometer. SUVs, luxury cars, minivans and sports cars all have them, in spite of the fact that few are likely to be raced or

even driven hard. Even more significant is that fact that tachometers, are no longer needed, even in racing situations! This is due to the advent of electronic ignition systems, engine management computers and fuel injection. Today's vehicles are run by computers that precisely monitor engine speed and will not allow engines to over-rev, no matter how much you might try. It's impossible to push an engine past redline because the electronic management system will simply cut off fuel and the engine will slow down

THE HUMOR SECTION



Volkswagen Beetle and the Rolls Royce

A man from Texas, driving a Volkswagen Beetle, pulls up next to a guy in a Rolls Royce at a stop sign. Their windows are open and he yells at the guy in the Rolls, "Hey, you got a telephone in that Rolls?"

The guy in the Rolls says, "Yes, of course I do.."

"I got one too... see?" the Texan says.

"Uh, huh, yes, that's very nice."

"You got a fax machine?" asks the Texan.

"Why, actually, yes, I do."

"I do too! See? Its right here!" brags the Texan.

The light is just about to turn green and the guy in the Volkswagen says,

"So, do you have a double bed in back there?" !

The guy in the Rolls replies, "NO! Do you?"

"Yep, got my double bed right in back here," the Texan replies.

The light turns and the man in the Volkswagen takes off.

Well, the guy in the Rolls is not about to be one-upped, so he immediately goes to a customizing shop and orders them to put a double bed in back of his car. About two weeks later, the job is finally done. He picks up his car and drives all over town looking for the Volkswagen beetle with the Texas plates. Finally, he finds it parked alongside the road, so he pulls his Rolls up next to it.

The windows on the Volkswagen are all fogged up and he feels somewhat awkward about it, but he gets out of his newly modified Rolls and taps on the foggy window of the Volkswagen.

(It's ok... The joke is CLEAN.)

The man in the Volkswagen finally opens the window a crack and peeks out.

The guy with the Rolls says, "Hey, remember me?"

"Yeah, yeah, I remember you," replies the Texan, "What's up?"

"Check this out...I got a double bed installed in my Rolls."

The Texan exclaims, "YOU GOT ME OUT OF THE SHOWER TO TELL ME THAT?"



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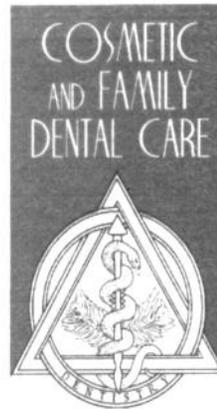
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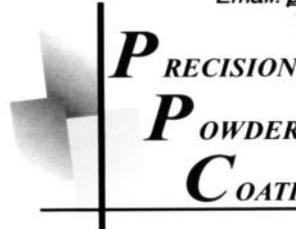
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