

TIDEWATER Antique Automobile Club of America REGION



VOLUME 55 NO. 6 JULY 2011



*A Master Editor Award Winning Publication
A Golden Quill Award Winning Publication*

They'll have to have us yet!





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Bob on his 1964 Centaur folding scooter at the Charlotte meet in April where it got a repeat HPOF.

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Robert's Ramblings

July already! I hope everyone is having a great summer. TRAACA had a pretty good showing at the Richmond meet, and I really appreciate those who took the time and trouble to represent our club there.

The Judges School is just a couple of weeks away, and I hope we'll have a great turnout – we always need judges for our annual meet, and it's a great way to learn about what you need to check for on your own car before a show. Planning for our annual meet on August 27th is going well – please contact Sam Kern to help out. The more folks we have, the less all of us have to do! And please register for the show as early as you can – it makes things a lot easier on our registration folks!

A reminder to those of you looking for relatively close National shows - the 2011 Southeastern Fall Meet is being held in Bristol TN August 11-13, and it promises to be a great event. The show will be held at the Bristol Motor Speedway, and special activities include a theater night, a cruise in, and even the opportunity to take your antique around the track for ten laps (all added cost events). They are in need of judges, so if you don't want to take a car you can still be part of the action. Registration deadline in July 30th, so there is still plenty of time to sign up. Registration information is available online at:

http://www.aaca.org/meets/brochures/2011_Bristol_TN.pdf.

Announcements

WELCOME NEW MEMBERS

Ron & Tina Pack
508 Jordan Ave, Smithfield, VA 23430
Home—757-357-3009
Work—757-620-9000

TRAACA MEET REGISTRATION
PAGE 19—SIGN UP NOW

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EARLY AUTO ART

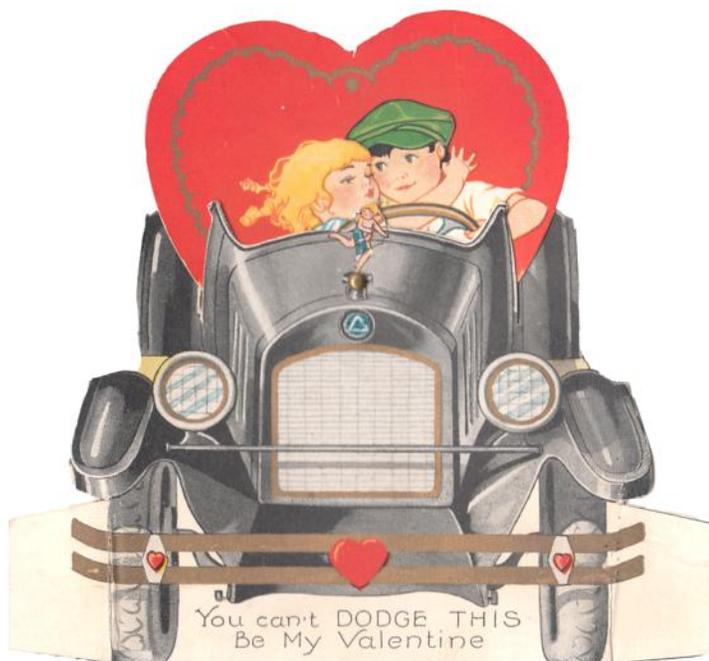
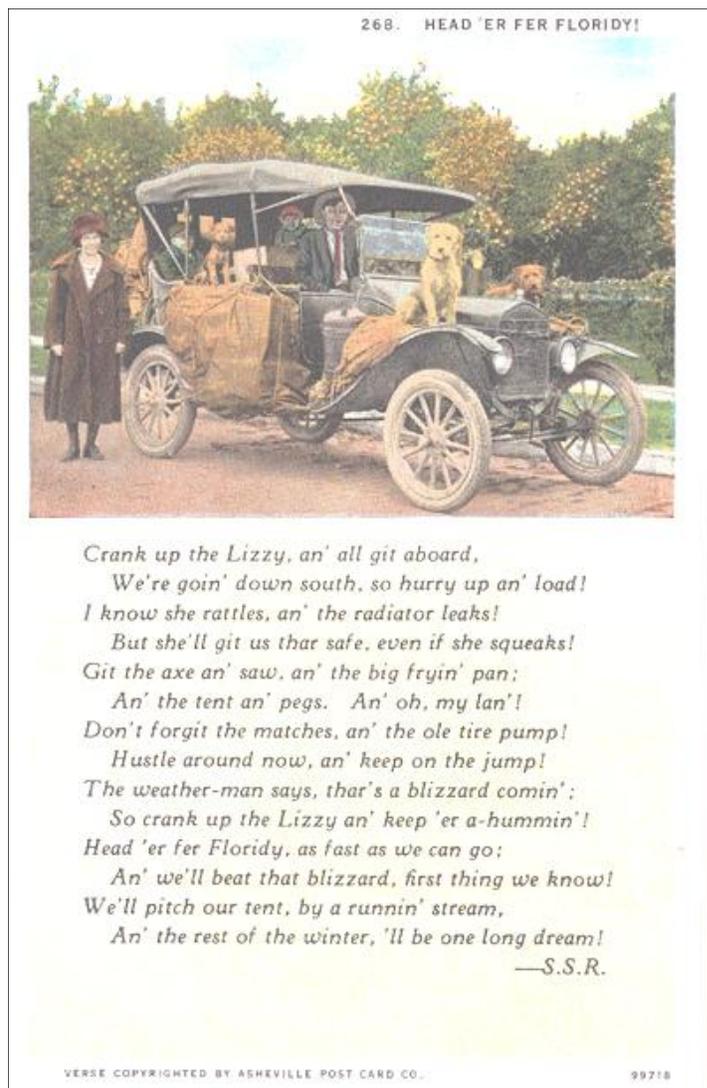
By Neil Sugermeyer

This month's cover is taken from a 1908 calendar issued by the Manufacturers National Bank in Lewiston, Maine. The artwork was done by Max Klepper in 1906, and reflects the questionable confidence people had in the "newfangled" automobile. The horse said it all – "They'll have to have us yet", and in those days, it often was the case, either due to the primitive automobile machinery, or the ghastly roads found outside most central city areas.



This postcard shows the recurring theme of the unreliability of early automobiles.

Another area of the automobile hobby is collecting prints and photographs of early cars. At the turn of the last century, the automobile was a novelty, particularly in rural areas, and much artwork and photographs were produced so that the public could at least see an image of the horseless carriage. Old magazines, calendars, and advertising provide an inexpensive way to acquire a collection of interesting images of early cars, and can also provide detailed information about them. Keep your eyes open. There's a lot of stuff out there still.



Early auto Valentines and other types of cards featured manufactures names and other features of the cars. This card is layered allowing the heart to swing to look like the driver is turning the wheel.

Poems were another feature of the early car postcards.

Collecting auto postcards can be lots of fun and usually not very expensive. Next time you find a batch of postcards in an antique shop or show look for these colorful, entertaining collectibles. However, don't be surprised if your traveling companions get a bit impatient when they have finished perusing what the shop has to offer and you are still stuck in the same spot. Good luck and happy collecting.

From Under My Hat

40 Years of Riding with Neil, Franklin, and AACA



By Marty Sugermeyer

If Neil had asked me to ride along with him to car shows, tours, etc. forty-one years ago when he proposed, I'm not sure what my answer would have been then. He had taken me to the local meet while we were dating so, he wasn't hiding his love for antique cars. Some of our dates were in a 1940 Ford woody wagon, the only vintage car he owned at the time. Later I learned that he had purchased the 1930 Franklin Victoria Brougham that has been sequestered in our garage for many years a short time before he proposed. He bought the car from Al Nippert, the guy who introduced Neil to the Franklin Club. Al and his wife Maureen knew Neil must be serious about me because he had delayed his trip to New York to pick up the Franklin. Once my answer was yes, Neil felt free to leave for a week to fly to NY and drive the car back to Pensacola.

Since then we have traveled many tens of thousands of miles together. We left Pensacola in 1972 when Neil was assigned to the Antarctic Development Squadron based in Rhode Island. The trip involved moving the woody, the Franklin, Neil's '65 Ford convertible and my Camaro convertible. Neil's brother Bob was recruited to help with the caravan. Bob brought along a well-endowed friend. That might be what distracted him from driving resulting in loss of oil from the woody and later some damage to a running board when Bob towed the car too close to the support of the portico at a motel somewhere between FL and NY.

We made it to the Nippert's house in New York where the woody wagon got a new owner. Neil and I hurried to RI to buy a house and get our furnishings delivered so we could turn around and go to the Franklin Trek with Al, Maureen and their two boys. That was my first Trek and Neil's sixth Trek. It was also the beginning of my collection of vintage clothing. I had little enthusiasm for the dozens of antique shops that fascinated everyone else until one of the ladies found a lovely white Edwardian dress. She said that it might fit me. I bought it and was able to get it prepared for the final Trek banquet. One of the senior members of the Franklin Trek told me that I reminded him of his mother when he was a boy. Creating that feeling of history was the spark that led to many years of collecting vintage clothing.

Living in New England was glorious for two newlyweds who loved to hit every antique shop. One day on our honeymoon trip to VT, we only went 25 miles from morning to evening because of all the antique shops. Unfortunately, they closed the base in RI and moved the squadron to California, so we had to go cross-country in mid tour.

In September of 1973, we were on the move again. Neil was driving his convertible towing the Franklin and I followed in my Camaro. During a deluge in Oklahoma City, Neil radioed for me to keep up. I responded that in I could barely see the front of my car and might be a little closer than he liked if I went any faster.

We settled in Camarillo, CA in a house bought from another car person. There was still two years left on Neil's tour of duty with the Antarctic squadron, so we had time to explore California, including a trip to San Diego to pick up another woody, a '38 Ford.

While in California, we made it to two West Treks (western versions of the Franklin Trek held in Cazenovia, NY). One was held in Reno, NV. Between the two, we flew back to NY for the 1974 Franklin Trek in Cazenovia, NY. The second West Trek we attended was held in Claremont, CA. By then, we knew that our first child was on the way and we began logging his prenatal miles. Before leaving the West Coast, we made a trip to Whidbey Island, WA to visit friends, about a 2000 mile round trip.

Neil had been reassigned to Training Air Wing Five staff in Milton, FL. We hated to leave CA but, it was nice to be going back to Florida

We crossed the desert in July in our two (no AC) convertibles. The antique cars were shipped. It was over 120° at midnight in Death Valley. Ralph, our cocker spaniel, stayed cool in the back seat as I tossed ice into his dish. The ice tucked into my clothes melted and dried so fast that I never got out of the car damp.

Louisiana was another matter. After two years of dryness in CA, the deep south in July felt like a sauna. Once again, we quickly found a house and got settled in time to make the 1975 Trek, driving the 1930 Franklin from Florida. We visited Neil's folks in VT on that trip too.

After about 10,000 prenatal miles, our son Andy was born Nov. 5, 1975. At the nine months of age, Andy made his first Trek. No, not the youngest Trekker ever. The record is a few weeks.

Our daughter, Liz, was born on Nov. 4, 1977. She had logged more prenatal miles in a Franklin than Andy. Soon after Liz was born, Neil was reassigned to the USS Guam. He left Pensacola by himself for the first six month deployment to the Mediterranean from Norfolk, VA. When he returned we gathered up our belongings and headed for Virginia in September of 1978.

Since then, we have traveled up and down the East Coast many times and visited many wonderful places in Virginia, North Carolina, Maryland, and Delaware on tours with the Tidewater Region of AACA. Of course there have been many Franklin Treks too. Neil served as President of HH Franklin Club in 1987 and 1988, and had already served as VP and on the Board of Directors for a total of nine years. Last year Neil celebrated his 42nd-Trek and I reached 37. This past February, Neil proudly received his 50 year AACA pin from then President Terry Bond. Since we've been together for 40 of those 50 years, I guess we're in it to stay. No really, it has been a great ride.



*The faster I run,
the behinder I get.*



Board Meeting Minutes

By Scott Davies, Secretary

May 10, 2011 – TRAACA Board Meeting

The board meeting was called to order at 6:30 pm at Priority Chevrolet. Members present were Bob Stein, President; Wes Neal, Vice-President; Jim Villers, Treasurer; Scott Davies, Secretary; Linda Pelerin, Past President; Board members Tony Scarpelli, Bob Roughton, Barbara Talley and Toni McChesney. Also present were Ken Talley, Bill Wilcox, and Frank Lagana,

Jim Villers gave the Treasurer's report and it was submitted for audit. The April minutes were approved as read. Toni McChesney gave the "Sunshine" report. New members Ron Pack and Mark Strang were announced but were not present.

COMMITTEE REPORTS

- Activities:
 - Report on the May 5-7, ODMA Meet in Lynchburg, VA – Good turnout, Roanoke Valley Region earned the trophy.
 - Cars requested for June 10 for Hermitage Elementary Field Day display.
 - Winery tour cancelled – winery closed.
 - June 18 tour to Richmond Region Meet/Swap meet. ODMA Vintage Race Day at VIR scheduled for November. More info will be in the Mudflap.

UNFINISHED BUSINESS

- Scott Davies gave an update on the Membership Roster database project
- Ken Talley reported the new trailer modifications are complete. Old trailer has been paid in full and ready for pick-up.
- Scott Davies discussed planning for the concession vendors for the Annual Meet. Three dates have submitted for consideration for the National Meet.

NEW BUSINESS

Mud Flap advertisers list was reviewed to validate paid vs published. Discrepancies were resolved.

There being no further business, the meeting was adjourned at 6:58 pm.



JUNE DINNER MEETING

The June 16th dinner meeting featured a special presentation on the Ford Family by Hornet's Nest Region member Jim Pinkston. Jim drove all the way up from North Carolina to share an abbreviated version of the up-close-and-personal look at Henry Ford and his family that he normally presents as a seminar at the AACA annual meeting in Philadelphia. Henry Ford, the man who put America behind the steering wheel, was revealed as a complex and less than perfect individual in the presentation, which drew from a number of historical references and used many period photographs. TRAACA was very lucky to have him make the journey, and we all expressed our appreciation for an enjoyable evening.

Besides normal club business, current TRAACA President Bob Stein made two special presentations to 2009-2010 TRAACA President Linda Pellerin. The first was the 'Big Foot Award', a gold 14EEE tennis shoe mounted on a wood base with matching clock, in recognition of Linda leaving shoes too big to fill during her 2-year term as President. The second, and more serious, presentation was a bookcase clock with engraved plaque noting her outstanding job as President.



President Bob Stein presenting former President Linda Pellerin with the "Big Foot" Award

TRAACA Tour to the Richmond Region Show and Swap Meet

Only a few intrepid souls braved mid-June heat and traffic to join the tour up to the Richmond Region's annual show and swap meet at the Richmond International raceway, but Tidewater made a good overall showing. It was an all-convertible start, with Bob Stein's 1948 MG TC, Neil Sugermeyer's 1966 Rambler, and George and Sheila Gurnee's 1971 Olds Cutlass rolling out from Greenbrier Mall at 8:10. Stephen Spence joined the group in his 2007 Mustang just before we turned into the Rest Area on I-64. The Gurnee's Cutlass had gas pooled on the intake manifold, which was traced to a stripped fuel filter cover on the carburetor. Thanks to some Teflon tape provided by a kind-hearted bystander and Bob Stein's toolkit, the leak was fixed and the group continued on. Heavy traffic and the unexpected repair session combined to make the trek last 3 hours, and we arrived a little after the cutoff time of 11 AM. However, the Richmond Region folks had been informed of the terrible traffic conditions, and welcomed us into the show. Sam Kern already had his 1925 Franklin on the field, having trailered it up early, and Jeff Locke had come up in his 1985 Cadillac. Don and Bonita Whitlow had a just-completed 1964 Falcon Sprint (as of the day before) that has been a restoration project with their grandkids for the past four years! Last to arrive was Bruce Sedel in his powerhouse 1962 Ford Galaxie. More TRAACA folks were out in the swap meet, including Reed Matson, Dan Ciccone, Tyler Gimbert, Frank Lagana, and Bob Powell. Paul Cho and Tom and Tammy Cox were also on hand.



Stephen Spence with Sam Kern brought a serious camera for the event.

Tammy and Tom Cox always enjoy a car show and swap meet.



Dan Ciccone set up for the swap meet.



The day was very hot and clear despite predictions of scattered thunderstorms, but

Richmond folks did their best to help out with a 'cool' steel drum band playing all day, and a Model A water truck that made the rounds of the show field and the swap meet. Sam Kern, Jeff Locke, and Bob Stein all received Second Place trophies in their classes. There were some great cars, and the Richmond Region really appreciated TRAACA's show of support. Hopefully we will see more of them at our annual meet in August!

Smithfield Olden Days

By Bob Stein

Several TRAACA members took part in the Smithfield Olden Days Festival, held June 25th in downtown Smithfield. The entire main street of Smithfield is closed off for street vendors, music, art displays, and a really nice multi-make car antique car show. The local chapter of the Studebaker Driver's Club also makes Olden Days their annual meet site, which drew Tidewater Region Studebaker lovers John and Lynn Heimerl in their 1957 Studebaker Silver Hawk and Bob Stein in his 1951 Studebaker Land Cruiser. Also on hand was new member Ron Pack and his 1946 Chrysler convertible, as well as Don and Julie Hobbs who came out for a look.

Bob Stein's 1951 Studebaker at the head of the car lineup in Smithfield



Julie and Don Hobbs next to Ron Pack's beautiful 1946 Chrysler Convertible.

Saturday Afternoon Ice Cream Run

By Neil Sugermeyer

Eighteen cars with enthusiastic ice cream aficionados met Saturday June 25th at 2PM to start a short tour planned through some of the older gracious residential sections of Norfolk. A warm, but not stifling afternoon made the thought of an ice cream cone or food at the famous Doumar's drive-in a pleasant finale to the gentle run of about 8 miles. Many of the well kept homes we passed looked to have been built well before WW 2, and for our car oriented group, lacked only one very desirable thing – adequate garage space for more than the family sedan or van.

We did spin through the driveway of The Hermitage but didn't stop and continued on towards Doumar's, also making a pass by the Harrison Opera House and the Chrysler Museum. Arriving at our destination, we went on inside after watching Thad Doumar making cones outside on the oldest cone making machine in existence. Once our appetites were satisfied, participants gradually departed for home after plenty of time for socializing.

Attending were Bill Coburn, '85 Camaro, Dewey and Maxine Milligan with Wade and Peggy Ewell in Dewey's '53 Ford, Bob and Jane Ward, '57 T'Bird, Dick and Holly Chipchack, '72 Olds, top down, Richard and Sandy Hall, '51 MGTD, top down, Bob Stein, '49MGTC, top down, Jim Villers, '71 MGB, Bob and Dot Parrish, '78 Ford, Mickey and Toni McChesney, '68 Olds, Keith Colonna, '56 Continental, Dana Meadows, '57 T'Bird, top down, Tim and Rhonda Russell, '69 Chevy Chevelle, Jeff and Pat Locke, '63 Chevy Corvair, top down, Bill Williams, '85 Rolls Royce, and the oldest car on the tour, Neil Sugermeyer, '32 Franklin, top down. Driving modern iron were Peter and Claire Catanese, Viator and Janet Trudeau, and Vito and Nina Serrone with their two grandchildren.

This was a tour that didn't require a great deal of time, and brought out a good number of cars and participants. We stayed off the high speed roads for a look at the local area, and similar events can be planned for the future. Our thanks to Jim Villers for planning an enjoyable afternoon.



Jim Villers gives the driving instructions for the Saturday Afternoon Ice Cream Run.



IN MEMORY OF

It is with a heavy heart that I announce the passing of my dad, Ken Hartman, last week in Wayne, PA. He was a long time member of AACA and the national Buick Club and he restored a 1940 Buick coupe and a 1948 Buick convertible. In the past he drove his cars to some of the TRAACA meets here in the Tidewater region and enjoyed meeting many of you. We had a nice service for him in Ardmore, PA. On June 17th he will be buried in Lewisburg, PA with full military honors. It is sad that we are losing our WWII vets at the rate of over 1000 per day. We will not see their like again.... Ron Hartman

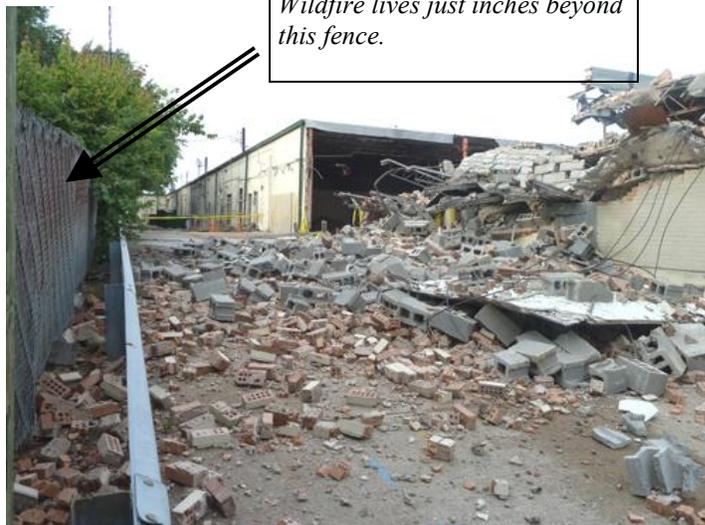
Close Call for Wildflower

By Bob Stein

My back yard has a 10-foot fence separating it from the back alley of Southern Shopping Center. The little garage that houses Wildflower, my 1949 MG TC, is right up to the fence. Twelve feet on the other side of the fence is a 30-foot tall concrete and brick building that used to be a bank.

I got a call from a neighbor last Sunday while I was out in Chesapeake helping Richard Hall put the starter back in his MG TC- the back wall of the old bank building had collapsed, and fire and rescue crews would not let her into my yard to see if Wildflower's private quarters had been damaged. A quick trip home resulted in the happy discovery of no damage or debris at all on MY side of the fence. It was a different story on the other side. The old bank was being gutted and renovated, and the two-story back wall had fallen in on itself instead of coming straight over. Whew! I gave Wildflower a pat on the hood and made sure nothing had gotten shaken down.

Wildfire lives just inches beyond this fence.



Richard & Sandy Hall with Dot and Bob Parrish waiting for their ice cream at Doumar's



Dewey and Maxine Milligan with Peggy and Wade Ewell look hungry too



Looks like Wildfire is just their size.



CHIPPOKES SHOW

By Bob Roughton

The Chippokes Meet was held on the 4th of June. A few of our members were there, including Roaches with their '19 Oakland, Woodalls with their '29 Ford panel truck, Curls with their '31 Ford, and Roughtons with their '09 IHC Auto wagon. That is not a judged show, so no trophies were given out.

CHRYSLER

Chrysler Corner

The legend of the 426 "Hemi" begins at the 1964 Daytona 500

By Anthony Scarpelli

In the early 1960's Chrysler raced their durable big block wedge motors; named for the shape of the combustion chamber. These engines featured intake and exhaust valves lined along the head in a row. Chryslers were uncompetitive at NASCAR tracks and so the engine design department was directed to study ways to improve performance of the engine. They concluded the engine could never be competitive with other manufacturers due to design constraints imposed by the valve and head configuration.

Work began on March 28, 1963 to design an engine to compete in the Daytona 500 to be held February 23 of 1964. Due to cost and time constraints, the current block had to be used as a basis for the engine. The cylinder heads would be of the hemispherical design, similar to Chrysler hemis of the 1950's. In fact, the intake/exhaust valves would have to keep the exact same angle relationship of the 1950's cars; there wasn't time to test other configurations.



426

hemi, note spark plugs in center of valve cover

Chrysler's engine design department was mobilized. Virtually all engineers worked on the project. The first engine was ready and placed on the dyno for performance testing in early December. Durability testing, simulating the Daytona 500, also commenced at the same time and continued through January. Chrysler's factory sponsored teams were given the engine to install and make chassis adjustments. In the last week of January, less than one month before the race, a major flaw was discovered. Cracks were found on the blocks along the inner cylinder walls. Engineers concluded the engine was not capable of going the 500 mile distance without failing.

A team of engineers flew from Michigan to the casting plant in Indiana to see how the inner cylinder walls could be cast with more metal. They worked with the foundry experts. After some initial failures a solution was worked out. These improved blocks were heat treated to reduce stresses then sent to the Trenton Michigan plant for machining, assembly, and dyno break-in. Time was running out.

While this was going on, the Chrysler factory teams had already qualified for starting positions using the defective engines. The improved engines were trucked down to Daytona from Michigan. The teams installed them during the week of the race.



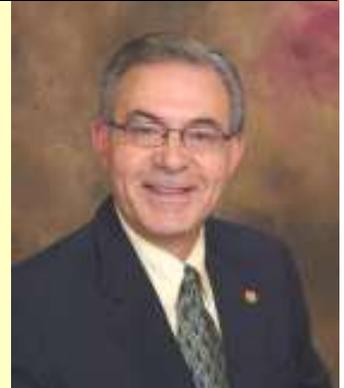
1964 Daytona 500 winner Richard Petty. His car averaged 20 mph faster than his wedge head engine used in 1963

In the 1964 Daytona 500, Chrysler backed teams finished 1-2-3. The winner, Richard Petty, set a new fast average speed for the track. His engine block was cast thirteen days before the race. The legend of the Chrysler Hemi was born.

FROM AACA NATIONAL

Hello Everyone!

By Joe Gagliano
2011 AACA President



I am truly honored to have been elected President of AACA and to have received the confidence of the members and the Board of Directors. It has been a great 75 years and last year was a truly memorable one for Mary and me, particularly due to our direct involvement with the 75th Anniversary event in Louisville, KY. We have always enjoyed our AACA experience with national activities as well as having such a great time at region and chapter events. National tours are our favorite and we try to

participate on them when we can, especially the Reliability Tour.

As members since 1972 it has been a great journey. Some time in the past I read something that stuck with me, it said:

"It's not the journey that is important; it's the people you meet along the way!"

I think it is so true of this great hobby and especially AACA. We have seen, ridden in and owned many automobiles over the years, but it is the people we remember and appreciate the most.

The hobby is multi-faceted and so diverse, but it is the people and members that remain the life blood of the hobby, while the friendships endure. We continue to remember and reflect on the most interesting, special moments and experiences. While most clubs continue to worry about surviving, AACA is positioned to thrive. We have great members, a great headquarters staff and leadership, a tremendous Board and, of course, great friends.

Let me share with you some thoughts and goals I presented at the 75th Annual Meeting in Philadelphia this past February:

Focus on our Strategic Planning-

We have made some great progress in this area, now is the time to distill it down to a reasonable and attainable list of deliverables. It is now time to implement.

Take Advantage of Technology-

Move forward with the advances developed into our new web site and take advantage of this wonderful tool and the advantages and benefits of the web.

Continue our Collaborative Efforts with other clubs and hobby groups-

We are all in this environment together we need to leverage these relationships to everyone's mutual benefit.

Lastly, take a serious look at attracting and recruiting the next generation of club leadership-

That means a system and process of interesting new leaders to come forward and participate at the divisional and national levels of the club. We need to assess our expectations and requirements to enable talented and skilled members to seek and fill our management roles within the club. The challenge is how do we make this doable with other family and work related obligations? It continues to be a great journey; we look forward to meeting new people and making many more friends along the way!

Thanks,
Joe



YOUR AACA LIBRARY AND YOU

By Don Barlup



The AACA Library & Research Center holds the key to unlocking the knowledge that you need to help in the research and restoration of your hobby vehicle. Since 1977, the AACA Library has been accumulating, preserving, and making available to you this valuable information. Over 100,000 documents consisting partially of sales, operations, maintenance, and parts manuals are available to you, the hobbyist. They are housed in a state of the art 6,400 square foot climate controlled facility opened in 1986 that was funded completely, by you, the AACA member. Librarian, Chris Ritter, and his able staff have answered thousands of research requests from all over the world. They are a phone call or email away and remain ready to unlock the mysteries of your special project.

The preceding paragraph gives you a brief sketch of our AACA Library & Research Center's basic information. Each of us has 1-½ hours of free research time available per year as part of our AACA value added membership package. This is only part of the story. There is much more to tell, so read on!

And the list goes on! This automotive treasure trove is located adjacent to National AACA Headquarters located at 501 West Governor Road, in Hershey, PA. Hours are 8:30 to 3:45 Monday thru Friday. Region and Chapter visits are welcomed, and can be accommodated on weekends with advance notice. You and your region or chapter can always become involved by volunteering, financially supporting the Library Endowment Fund and most importantly, by utilizing the facility for your research. Let's all spread the word about YOUR AACA Library.

Other types of material housed in AACA Library:

Accessory catalogs & brochures.
Sheet music.
Auto show programs.
Racing programs & information.
Body and coachbuilders' information.
Information on early Glidden Tours.
Brochures on parts such as magnetos, carburetors, windshield wipers, vacuum tanks, Engine brochures and manuals, etc.

220 periodicals are received on a regular basis.

Early periodicals such as Cycle & Automobile Trade Journal, Horseless Age, Motor Age, Motor, Automotive Industries, Motor World, The Automobile, Autocar, Automobile Topics.

Great website: featuring an "Image of the Week", book reviews, library news. Log onto www.aacalibrary.org/.

Organizations whose archives are housed at the AACA Library:

Pontiac-Oakland Club International
Lincoln Motor Car Foundation
National Corvette Restorers Society
Buick Heritage Alliance
Pierce-Arrow Society
Society of Automotive Historians Ralph Dunwoodie Archives
Museum of Bus Transportation
SPAAMFAA (Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America)
Pending:
Antique Motorcycle Club of America
Vintage Chevrolet Club of America

Some rare items at the AACA Library:

Brooks-Ostruk body company photo portfolio.
1905 Upton Motor Car company catalog (Lebanon, PA).

Books:

The Inside Story of Adam and Eve – advertising book written by Ned Jordon (Jordon car fame) and auto-graphed by him.
Buick "The Golden Era" 1903-1915 – First edition, auto-graphed by Professor Francois Therou.

A special thanks to former Librarian, Kim Miller, for providing the research information for this article.

Our new Librarian, Chris Ritter, can be contacted at :

501 W. Governor Road
Hershey, PA 17033

Phone: (717) 534-2082 (717) 534-2082

Fax: (717) 534-9101

E-mail: critter@aacalibrary.org



Neil Sugermeyer and Terry Bond enjoying a Model T ride back in 1993 (From the Reese archives)



**DOWN
THE
ROAD**

LOCAL

- July 12**TRAACA Board Meeting (6:30 PM Priority Chevrolet)
- July 16**TRAACA Judging School, Dan Ciccone's business
- July 21**TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- Aug. 6** Virginia Beach Farmer's Market Show n' Shine
- Aug. 26**Friday Night Social (TBD)
- Aug. 27**TRAACA Annual Meet
(Virginia Beach Military Aviation Museum Airport)
- Sept. 10** TRAACA Manifold Picnic*
- Sept. 10**.... Shipyard Show & Shine, BAE Systems, 750 W. Berkley Ave. Norfolk, Va 9 - 3
- Sept. 15**TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- Sept. 25** Bay Lake Retirement Home Show n' Shine
- Oct. 20** TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- Oct. 22** Military Family Festival Car Display
- Oct. 29-30**TRAACA Fall Tour (Tentative date)
- Nov. 12** TRAACA Bonfire/Wienie Roast (Tentative date)
- Nov. 17** ..TRAACA Monthly Dinner Meeting & Silent Auction
(Aberdeen Barn)
- Dec. 3** TRAACA Holiday Party (TBD)

NATIONAL

- Aug. 11-13**AACA Southeastern Fall Meet (Bristol, TN)
- Sept. 8-10**Central Fall Meet, Oakbrook, IL,
hosted by AACA Illinois Region
- Sept. 18-23**Glidden Tour, Cumberland, MD,
hosted by AACA Queen City Region
- Oct. 5-8**Eastern Fall Meet, Hershey, PA,
hosted by AACA Hershey Region

NOTABLE DATES IN EARLY AUTOMOBILE HISTORY

*(Reprinted from The Runningboard Rundown,
Chautauqua Lakes Region, April 2011)*

- 1900** Barney Oldfield races 5 miles in 5 minutes, 28 seconds in Ford "999"
- 1901** New York State (who else?) issues and charges for the first license plates in the U.S.
- 1903** Ford Motor Company starts using windshields, and shock absorbers are introduced. Barney Oldfield finally reaches mile a minute speed.
- 1904** Compressed air is used to operate brakes.
- 1905** 1st car is reported stolen, ignition locks are introduced.
- 1907** Foot pedal accelerator is introduced, Ford debuts models R & J
- 1908** General Motors is founded by Billy Durant, taking in Buick & Oldsmobile. Model T debuts.
- 1909** GM adds Oakland and Cadillac to the corporation. Electric lights are first used in autos.



THROUGH THE WINDSHIELD

Judging School July 16th

Ever wonder what judges look for when they surround your car on the field? Want to learn what AACA is all about? Then come to the TRAACA Judging School on Saturday, July 16th! We'll be gathering at Dan Ciccone's business, Bay Area Wholesale (3500 George Washington Hwy in Portsmouth) for an 11 AM start, with pizza and drinks provided for lunch.

The Judging School is a great opportunity for new and experienced judges alike. Bob Roughton, long experienced in AACA judging, does a terrific job of explaining the AACA process in a way that even novices can understand. We'll have 2011 AACA Judging Guideline booklets available, and some cars to be looked at for 'practice' judging.

Dan's meeting room is air conditioned, and has a wonderful display of memorabilia, so there is no excuse for not coming out. Free food, friends, and fun – plus the chance to learn about what makes AACA tick. See ya' there!



TRAACA 38th Annual Meet Two Great Shows in One!



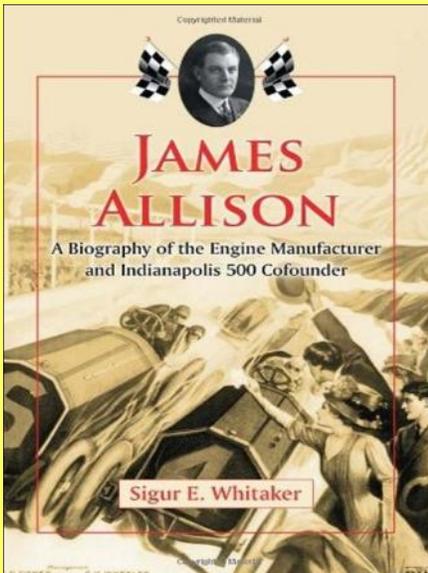
TRAACA's 38th Annual Meet is going to be a dual affair – two separate car shows that will provide the maximum opportunity for auto enthusiasts to show off their vehicles. PRESERVING THE PAST will feature unmodified antique and special interest vehicles 25 years and older, with AACA-style class judging. MODS AND RODS will showcase customized vehicles of all types and ages, with division judging. Jere and Carol Avenson are providing Registration management, serving as the primary contact point for all participants. The TRAACA Annual Meet at the Virginia Beach Military Aviation Museum is a Wings and Wheels event that is fast becoming one of the best car shows around. Mark your calendar for August 27th. Registration information and forms are available on the TRAACA web site at www.aaca.org/tidewater. Get your registration in early and save \$5!

THE REGISTRATION FORM IS ON PAGE 19!

WINNER VEHICLE CLASS AWARD

July Dinner Meeting

The TRAACA Monthly Dinner Meeting will be held at the Aberdeen Barn on July 21st. The hospitality hour starts at 6:00 PM. Dinner follows just before 7:00 PM. The July Dinner Meeting Program is "A Look at James Allison" by Sigur Whitaker. James Allison - founder of the Indianapolis 500 and Prest-O-Lite Corporation - was one of the movers and shakers of the early automobile industry. Sigur Whitaker, the author of the biography 'JAMES ALLISON', will present a program on his life and accomplishments as the featured program for our July 21st dinner meeting. You can find out more about Ms. Whitaker's book on her web site at: <http://www.sigurwhitaker.com/>. Or come to the dinner meeting to hear her first-hand! It should be a fascinating evening!



Fredericksburg Region AACA 54th Annual Car Show, June 4th, Historic Area Downtown

Jeff Locke 1977 Demm Smily Motorcycle Class 1st Place

Greenwich, Connecticut Concours D' elegance. June 12

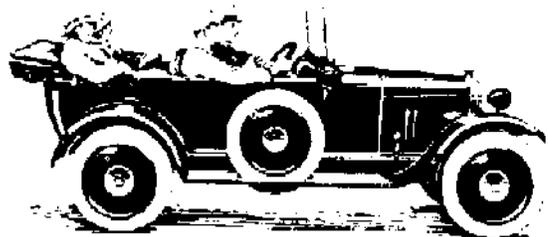
Bob & Linda Pellerin 1938 Standard Flying 10

Special award:

Inspirational Flame of the Concours d' Elegance 2011

Richmond Region AACA Show on June 18th:

Sam Kern	1925 Franklin	1920's class	2nd Place
Jeff Locke	1985 Cadillac	1984-94 class	2nd Place
Bob Stein	1947 MG	Foreign Sports	2nd Place



**THE
HUMOR
SECTION**



WALMART GREETER JOKE

Charley, a new retiree-greeter at Wal-Mart, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies.

One day the boss called him into the office for a talk.

"Charley, I have to tell you, I like your work ethic, you do a bang-up job when you finally get here; but your being late so often is quite bothersome."

"Yes, I know boss, and I am working on it."

"Well good, you are a team player. That's what I like to hear."

"Yes sir, I understand your concern and I'll try harder."

Seeming puzzled, the manager went on to comment, "It's odd though your coming in late. I know you're retired from the Armed Forces. What did they say to you there if you showed up in the morning so late and so often?"

The old man looked down at the floor, then smiled.

He chuckled quietly, then said with a grin, "They usually saluted and said, Good morning, Admiral, can I get your coffee, sir?"

"A true friend is someone who knows you're a good egg even if you're a little cracked."

"G" RATED JOKES

My young grandson called to wish me Happy Birthday.

He asked me how old I was, and I told him, "60."

He was quiet for a moment, and then he asked,

"Did you start at 1?"

I didn't know if my granddaughter had learned her colors yet, so I decided to test her. I would point out something and ask what color it was. She would tell me, and always she was correct. But it was fun for me, so I continued. At last she headed for the door, saying sagely, "Grandma, I think you should try to figure out some of these yourself!"

After putting her grandchildren to bed, a grandmother changed into old slacks and a droopy blouse and proceeded to wash her hair. As she heard the children getting more and more rambunctious, her patience grew thin. At last she threw a towel around her head and stormed into their room, putting them back to bed with stern warnings. As she left the room, she heard the three-year-old say with a trembling voice, "Who was THAT?"

Questions & Answers

Q. What do bulletproof vests, fire escapes, windshield wipers, and laser printers all have in common?

A. All were invented by women.

Q. What is the only food that doesn't spoil?

A. Honey

Q. Most boat owners name their boats. What is the most popular boat name requested?

A. Obsession (Could this apply to antique car owners?)

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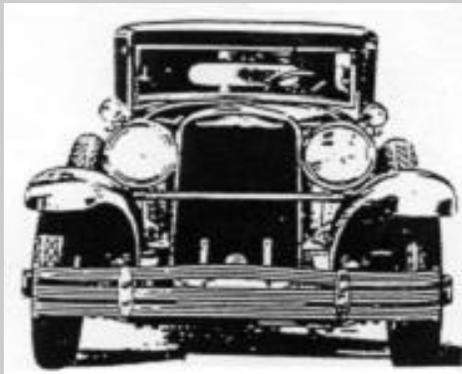
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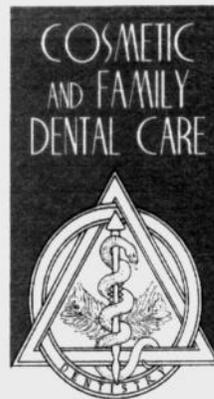
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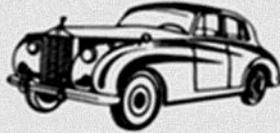
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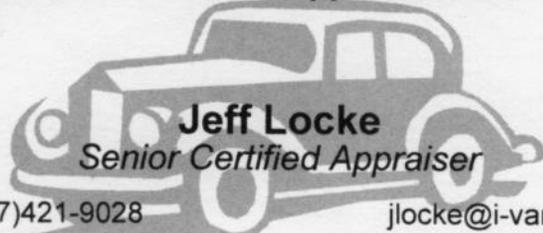
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PARTICIPANT REGISTRATION FORM

Tidewater Region AACA 37th Annual Meet
Aug.28, 2011



Virginia Beach Airport and Military Aviation Museum
1341 Princess Anne Road, Virginia Beach, Virginia
23457 (757) 721-7767

Name _____
Address _____ email: _____
City _____ State ____ Zip Code _____ Phone (____) _____

VEHICLES MUST BE ON SHOW FIELD BY 11:00AM

Displayed vehicles must have a visible fully charged, operational UL approved fire extinguisher.

VEHICLE 1 Make _____ Year _____ Select one: AACA Class _____ Modified _____
Has this car won an AACA National Award? YES _____ NO _____

VEHICLE 2 Make _____ Year _____ Select one: AACA Class _____ Modified _____
Has this car won an AACA National Award? YES _____ NO _____

Vehicles registered after August 16, 2011 are NOT eligible for AACA class judging.

First vehicle registered (includes Museum admission) 1 @ \$20.00 _____

Additional Vehicles _____ @ \$15.00 _____

Flea Market (Approximately 10' x '30') _____ @ \$20.00 _____

Car Corral (Single parking space) _____ @ \$15.00 _____

Total \$ _____

Are you willing to Judge? _____ What Class do you prefer? _____

All vehicles must have current liability insurance coverage. My vehicle has state required liability insurance.

Signature: _____ **Date:** _____, 2011

Please send this Registration Form and your check/money order payable to TRAACA to:
Jere Avenson-TRAACA Registration 1425 Sommerton Way Chesapeake, Virginia
23320

Registrations for AACA judging must be postmarked by Monday, August 16th