

TIDEWATER Antique Automobile Club of America REGION



VOLUME 53 NO 5 JUNE 2009

A Master Editor Award Winning Publication



Dick & Jan Pensyl's 1929 Chevrolet International AC Phaeton



Photo by Dick Pensyl



2009 OFFICERS

PRESIDENT: Linda Pellerin – 2008 Compass Circle— Va.Beach, VA 23451 (481-3380)
VICE PRESIDENT: Bob Stein – 7500 Pennington Road— Norfolk, VA 23505 (588-6200)
SECRETARY: Linda Pavlidis – 1053 Princess Anne Road – Va. Beach, VA 23457
TREASURER: Craig Casper – 5506 Elizabeth Ave. – Norfolk, VA 23502

BOARD OF DIRECTORS

Riley Best – Pres. Emeritus - 4228 Elbow Road – Va. Beach, VA 23456
Teresa Horton—5057 Blackwater Rd., Virginia Beach, VA 23457
Scott Davies—1225 Smokey Mountain Trail, Chesapeake, VA 23320
Bill Wilcox— 829 Coverdale Lane, Virginia Beach, VA 23452-3026
Don Hobbs— 5151 Amberly Road, Virginia Beach, VA 23462

COMMITTEE CHAIRPERSONS

ActivitiesDot Parrish, Toni McChesney, Marie Gancel, Becky Woodall, Bob Stein, Sandy Hall, Holly Forester, Bill Wilcox	Old Dominion Barbara Talley
ParadesJere Avenson (966-7358)	
ParliamentarianDick Pensyl	
Auditor Dick Pensyl	President's Advisory ..Terry Bond, Bob Parrish, Sam Kern, Dewey Milligan, Neil Sugermeyer, & Ken Talley
By-Laws Dick Pensyl	
Catering Bill Wilcox	Program Viator Trudeau
Chairman Fall Meet Dick Pensyl	Raffle Tyler Gimbert
Chief judge Bob Parrish	Roster Tom Wedeking & Neil Sugermeyer
CCCHR Rep Viator Trudeau	Safety Bob Stein
Club Store Mickey McChesney	Sunshine Toni McChesney(456-2806)
Fall Tour Ken Talley & Bill Wilcox	Telephone Marie Gancel
Greeters George and Sheila Gurnee	Ombudsman Peter Catanese
Legislative Terry Bond	Youth Program Coordinator Jeff Lock
Historian Craig Casper	
Membership Don Hobbs	
Web Master Bob Stein..588-6200, email:posti@aol.com	

TELEPHONE COMMITTEE

A - BI - Sylvia & Bob Roughton (464-6484)	Law - Mi - Zelda Lang (432-9003)
BI - Cas - Frank Waldner (430-2770)	Mo - Pac - Carol Avenson (549-1088)
Cat - Do - Toni McChesney (456-2806)	Par - Sed - Becky Woodall (482-3386)
Du - Go - Scott Davies (312-8032)	Sel - T - Linda Pavlidis (426-2434)
Gr - Harr - Sandy Graham (416-1118)	V - W - Cori Fuqua (436-5467)
Hart - I - Betty Stevens (424-5739)	Out of Town - Marie Gancel (420-1844)
J - Lai - Viator Trudeau (547-3960)	Chairman - Marie Gancel (420-1844)

MUDFLAP STAFF

Co-editors - - - - - Marty and Neil Sugermeyer
Photography - Marty Sugermeyer, Terry Bond, Bob Stein, and others
Advertising - - - - - Toni Scarpelli
Distribution - - - - - Neil Sugermeyer, Tom Wedeking
Technical assistant - - - - - John Gancel

The **Mud Flap** is the official publication of the Tidewater Region Antique Automobile Club of America. Reproduction by other AACA regions is authorized provided credit is given. Opinions expressed do not necessarily represent official policy of the Tidewater Region or National AACA.

Address all correspondence to the editors:

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



President Linda's Message

*Linda accepts an
award from Ken
Talley, Pres. of ODMA*

May was a busy month as show season has definitely begun. A contingent of folks from the region made the trip to Manassas for the ODMA annual show. We had a great weekend. The big rain held off until Sunday for the trip back. I won't be carrying around the Old Dominion Trophy this year as the Fredericksburg Region came home with all the honors. We should start planning our strategy for next year, as the Crater Region will be hosting the show in Petersburg. It would be great to get the trophy back next year, but congratulations go to the Fredericksburg Region! This is the first time they have won in the entire history of ODMA.

Marty Sugermeyer won the Presidents Award this month for her dedication as editor of the Mud Flap. Marty has been the editor for 11yrs and has won a National Award each year. Marty has given an award each year at our annual installation banquet for the member who contributes the most to the Mud Flap. We have never at the local level acknowledged her hard work. Marty is never without her camera and she is an integral part of the club. Congratulations Marty for a job well done!

Ken Talley is heading up a committee to plan a tour from Tidewater to Louisville, Kentucky for the AACA Diamond Jubilee 75th Anniversary tour and show. The event will take place June 30th - July 3rd 2010. This will be a great tour to Louisville with lots of fun along the way. We are having a contest to name our tour! Please email or call me with your tour name by July 30th. There will be a prize for the winner!!!

I invite all of you to join us at our board meetings. They are open to all members and we enjoy your feedback and suggestions. The Board is working hard to meet all your needs as we enjoy the automobile hobby. The board is now meeting at 6:00pm at Priority Chevrolet the second Tuesday of each month.

Congratulations to George Gurney as he won the free dinner meeting this month! I hope to see all of you at Jane and Dwight Schaubach's house. They have graciously invited us to their home for a picnic. Lets get out our antique cars and enjoy the day!

"You do not know what life means when all the difficulties are removed!...It is like eating a sweet dessert the first thing in the morning."

Jane Addams

Announcements

MUD FLAP CORRECTION

Bruce Sedel's Packup is a 1953 instead of a 1951.

.....

WELCOME NEW MEMBERS

Charles & Phyllis Patnode

700 Ewvanee Place, Norfolk, VA 23503

Phone: 757-672-8495

Email: skippatnode@cox.net

Delbert & Margaret Walck

2517 Lakewood Lane, Chesapeake, Va 23321

Phone: 757-488-1833

.....

CORRECTIONS FOR THE ROSTER

Joseph & Pat Adams Phone: 757-609-3214

CONTENTS

Article	Page
Cover story: Fanny Phaeton.....	2
Editorial: From Under My Hat.....	4
President's Recognition Award.....	5
Report from the Board.....	5
Through the Rear View Mirror	
Old Dominion Meet.....	6
May Dinner Meeting.....	8
Tootin Our Horn.....	8
Chrysler Corner.....	8
Down the Road.....	9
Through the Windshield	
TRAACA Picnic at Schaubachs.....	9
TRAACA Garage Tour.....	10
TRAACA Fall Meet.....	10
TRAACA Tour to Louisville.....	10
50th Anniversary Congratulations.....	10
HELP NEEDED.....	10
Celebrity Spotlight.....	11
Humor Section.....	11
Advertising.....	12



FANNY PHAETON

Article and photos by: Dick Pensyl

This is the story of Fanny (or Phanny) Phaeton, our 1929 Chevrolet Phaeton, garage mate with Annie Oakland. (You all name your old cars, too, don't you?)

A couple of years before we even had an antique automobile, Jan and I joined the Tidewater Region AACA. My dad had been the used car sales manager for a Chevrolet- / Buick dealership in my Ohio hometown. I spent a lot of time on his used car lot and even in my high school years in the early 1950s, Dad was still trading for Model A Fords, Franklins, Packards, and other old cars. I loved the old cars and urged my dad to buy any number of them as they passed through his lot, often selling for \$95, \$50 and even less for junk. It would be another 40 years before I would acquire my first antique car.

At the time we joined the TRAACA, our son and his wife were living in Rochester, New York. I had noticed an ad in Hemmings for a 1929 Chevrolet Phaeton for sale in Thornwood , NY, so on one of our trips to Rochester, we took a detour to Thornwood to see this car. It was stored in a detached garage and was a very basic car with no top or interior. It was also missing the front seat, needed minor body work and a paint job, and the interior was filled with boxes of parts which would have to be identified, cleaned/painted, and installed. Moreover, other parts were elsewhere in the garage and in the basement of the house. The asking price was \$7500

Upon returning to Chesapeake, I was telling Bob Roughton about the car. "Dick", he said, "buy it". I countered, "but Bob, it doesn't have a top or interior". Bob: "Dick, buy it". Dick: "But it's missing the front seat and needs lots of work to restore it." Bob: "Dick, buy it". So Dick bought it.

In January 1995, Dewey Milligan and I took his trailer up to Thornwood and brought the Phaeton back to our house. I had never restored a car before and couldn't even identify many of the parts that were loose and in the boxes. With lots of advice, old Chevy manuals and encouragement from other Club members, I started to work.



Above: Interior condition of car as purchased

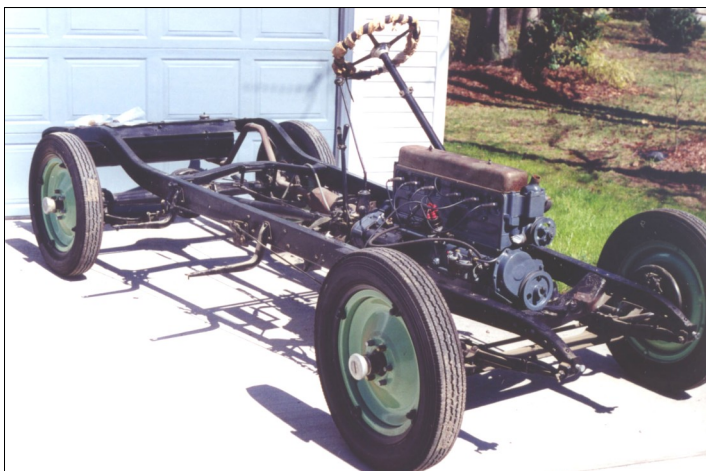
My friend, Curtis Cook, helped me pull the engine and Ken Talley rebuilt the engine in his shop. I sent the carburetor to New

Mexico to be rebuilt. The body was taken off the frame. Fortunately, the previous owner had reworked all the running gear, but all the wood sills, bottom wood, door post wood, bottom seat wood frames, back curved wood to which the back seat upholstery would be attached, front seat support wood, and other miscellaneous pieces had to be replaced. That was no problem for me since I am a woodworker and had enough original wood to use as patterns. The most difficult part with the wood restoration was positioning the center door posts correctly so the doors would hang and close properly.



Wooden parts taking shape.

I cleaned up and painted the undercarriage before installing the new wood sills and bottom wood. Then the body was placed on the frame. A new wiring harness was installed and more work was done to get the body ready for painting.



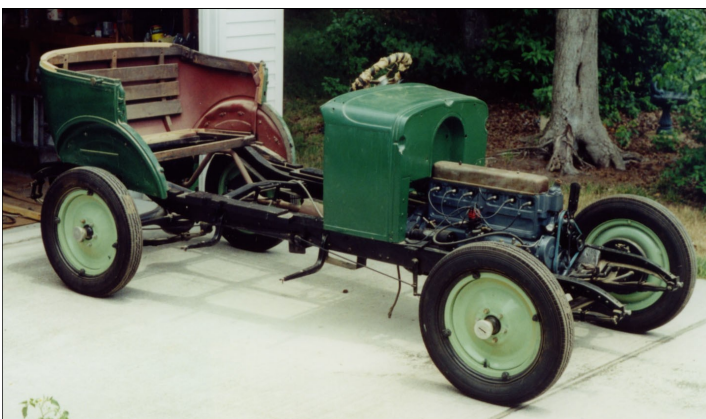
Body has been removed; chassis has been cleaned, painted and gone over, and the rebuilt engine installed.

Early in the restoration work, I got to know Benny Ridpath and his son, David, who were restoring an identical car in Radford in western Virginia. Jan and I traveled to Radford to see their car and take pictures, and they traveled here to see our car. Benny borrowed a bow saddle to make a caging for his car and in the process we discovered I had two left saddles. So while

making his castings, he made a right side saddle for me. Such is the benefit of our hobby friends. Additionally, I learned of another completely restored 1929 Chevy Phaeton for sale in northern North Carolina. I called the owner and made arrangements to see and photograph it. The dozens of photos we took of it helped immensely in our restoration process.

The car was finally ready for paint and body work and was trailered to a body shop in Elizabeth City, NC where, as many of you know, it **sat for two** years with very little work being done on it. I finally picked the car up and took it to Autocraft Express on Military highway where the job was completed quickly and returned to my shop.

Now the fun part started, installing fenders, running boards, splash aprons, doors, hood, headlight bar and lights, tail light, door handles, crank cover, bows, and other hardware. I can't tell you how exciting it was to see the car come together and come to life again. As assembly progressed, I was now able to identify many of the formerly unidentifiable parts in the boxes. About every six months, I would go through the remaining parts until all had been identified. Actually, very few parts had to be purchased for the car: a new wood bow, wiring harness, rear view mirror, windshield wiper, proper nuts and bolts, screws, lacing and rubber gasket for around the windshield.



Cowl and rear are reinstalled on the frame. Other main body parts were also installed to get the car ready for the body and paint shop.



Fanny in body and paint shop.

The car when purchased also did not have the front bottom seat, so I measured the size I needed and went to the local salvage yard where a middle seat from a Dodge Caravan was found that fit the bill. After cutting off the back of the procured seat and mounting it to my homemade wooden underframe, it fit perfectly and is, quite frankly, very comfortable.

Upon taking the car out for a test drive on our cul-de-sac, I discovered I had minimal braking. (Okay, I didn't have any except for the emergency brake.) After reading the manual, I made my own brake adjusting tool and was able to adjust the brakes so I can now stop and not plow into anyone or anything.

In the process of working the electrical system, I managed to fry one ampmeter, blew a dozen fuses, and scratched my head a number of times before getting everything to work as designed.



After painting, the process of reinstalling body parts began. Getting the center door posts on correctly was the biggest challenge.

Finally, after 12 years, the car was ready for top and upholstery. The Ridpaths had their car ready for upholstery before ours and found a man, Sonny Crum, in State Line, PA to do the job. They were so pleased with his work that we arranged to take our car there also.

On April 18, 2007, Dewey Milligan and I took Fanny up to State Line. Both of us were immediately impressed with Mr. Crum's knowledge of cars and upholstery. This was all the more evident when Dewey and I returned to pick up the car on June 27. Mr. Crum is a true craftsman and his work is reflected in the finished product.



Fanny's dash is simply elegant. Note the seat belts, an acceptable and wise modification.

The history of this particular car is interesting. It was built in Tarrytown, NY in mid-July 1929 and was delivered to the Chevrolet Motor Division in Long Island, NY where it was purchased by the State of New York and used by Troop K, State Police in Hawthorne, NY as a Police Patrol Car. We purchased the car from Bob Trimpe of Thornwood in January 1995. He had purchased the car in the early 1960s from a man in Hawthorne *who* would pick up old cars, often from widows, in exchange for plowing the snow off their driveways in the winter.

Some facts about the Car:

Weight: 2240 pounds
 Tires: 4.5X20"
 Engine: 194 CU IN, 46 UP, 6-CYL, Overhead valves (first year for the Chevy 6-cylinder)
 Compression; 5.0 to 1.0
 Cost new: \$525 f.o.b. Flint, Michigan
 Color: Lush green, Zanaibar green, Tusk ivory and black (the only color available until August 1, 1929 *when* a second color combination, Norse gray and black, was offered)
 Number built: Only 8632 Phaetons were produced making this a very rare car

By 1929, the popularity of the open touring (Phaeton) car was rapidly plummeting. It was probably one of the most beautiful automobile designs ever conceived; it was also one of the most uncomfortable cars possible on a year-round basis.

The Army purchased a large fleet of these 1929 open tourers, and they saw hard service as Army Staff Cars, although many were still in service at the outbreak of World War II. Thus, very few have survived to this day, making the 1929 Phaeton a truly rare car.

Fanny was out and running in 2008. I am still trying to get more confidence in her going on longer outings and making it home without dying. So if you notice her, drop by and say "hello". She would love to see you.



From Under My Hat



By Marty Sugermeier

We're off to another meet next weekend. Luckily I have not yet unpacked everything from ODMA.

Speaking of ODMA, just wanted to let you know that we got three sets of photos for cover cars. It is not necessary to go to ODMA to get your car on the cover of the Mud Flap, but it helps. Having an hour or so after judging finished was a great opportunity for cover photos. Unfortunately, we cannot be at every meet or photo op. So here are some tips on getting the best photos of your car for the cover of the Mud Flap. Check out this issue and the last one. Bruce Sedel and Dick Pensyl both did an excellent job with the photography.

Fortunately the conditions at ODMA were near perfect. The day was overcast enough to reduce glare. There was a nice wooded spot at the other end of the parking lot with the diffuse light coming from the right direction. You should not see shadows coming toward you from under the car. In other words, the light should be on the side you are shooting. Noon is not the best time. When the sun is overhead, you will lose the best details on the side of the car.

Standing at least 25 feet away from the car is essential. Be sure to include some open space in front of and behind the car. If you want a full page photo you need to include the view to about twice the height of the car above as well. When we went to the fold over method of mailing, it seemed like the full page would not be as effective. Somehow it seems even more effective. Opening up the Mud Flap to see a full page picture has a bit of the WOW factor.

Now for the angle, a three quarter view from one front fender shows off the side and front of the car the best. However, we have had some very effective rear views for cars that showed their best look that way, Norris and Betty Waterfield's split rear window Corvette for example. Move a few feet to the right or left to get slightly different views. Try different levels too. If your knees will take it, squat down a bit. In many settings that makes your car look more important.

Choose the best setting you can find. Dick Pensyl gave us two options for this month Mud Flap. He took one near his house with some bright pink azaleas and one at a nearby park with a dogwood tree in the view. The azaleas competed too heavily with the car, so we went with the more subtle background. Buildings can sometimes be removed from pictures and so can offending telephone poles and trees that seem to rise from the roof of the car. I can remember removing a light pole from behind Andy Ott's car in a spectacular shot that he took in Colorado. At

that time we printed the picture twice and cut and pasted a bit of sky, mountains, and trees over the pole. Using current technology, that can be done digitally. You can use buildings to advantage. You might even find a building that has some significance for your car. People in or around the car a not a bad thing either, especially if you can find a hat that fits the era of the car.

Don't forget the detail shots. An interior shot of the dash and the engine are of first importance. You usually need to use flash for the dash shot to keep the glare from the windshield from making the interior too dark and to eliminate shadows. It doesn't hurt to get a bit of the front upholstery in this shot too. Photographing the engine works best with just one side of the hood open on older cars with flash. Interesting door panels, interior trim, front and rear views of the car, rumble seats, golf doors, and of course the most important, and engine shot.

Digital photos or print film? Since we are delivering the Mud Flap to the printer in digital form, that is makes the job easier. If you prefer print film, most places that print film can put the photos on a disc for just a couple of dollars. Scanning from print film is fine. So, if you have an older photo of your car that you really like, we can scan it as long as it is not too big. If you are doing digital photography, the detail shots can be lower resolution. The cover shot needs to be as high as you can get it. To get a decent print on an 8 1/2 x 11 page, you need at least 1000k or 1 megabyte. More is preferable. If you need photos taken, we can do that too.

Now for the article, Dick's article this month and Bruce Sedel's article last month are both great. However, a shorter article is fine. We cannot put in 4 or 5 pages anymore because of the postal weight limit. Usually with one typed page single spaced and some pictures you wind up with a two page spread.

Hopefully this will encourage more of you to share information about and photos of your cars with the world by submitting an article and your photos for the Mud Flap.

President Linda has begun a special award to give recognition to members who have made major contributions to our club.

Look for them in the Mud Flap.

PRESIDENTS RECOGNITION AWARD

April 2009

To Neil Sugermeyer and Tom Wedeking for over 20 years of maintaining the Roster and preparing the mailing labels for the Mud Flap.

Neil has also been mailing the Mud Flap.

May 2009

To Marty Sugermeyer, editor of the Mud Flap for over a decade.

REPORT FROM THE BOARD

April 14, 2009 – TRAACA Board Meeting

The board meeting was called to order at 6:28 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, Beck & James Woodall, Neil Sugermeyer, Sam Kern and Bob & Dot Parrish.

The minutes and treasurer's report were read and approved.

The board voted to make life membership dues non-refundable if a member should decide to drop out of the club.

The board voted to provide new (not "returning members") a free dinner to entice them to attend a dinner meeting.

- Bill Wilcox announced that the destination of the Fall Tour will be Ocean City, Maryland.
- Neil Sugermeyer gave a report on the TRAACA swap meet held in March. There was a profit of \$783.07. The Hickory Ruritans did a good job of handling the food concessions, and the club will ask them to do concession services again next year. Neil also noted that he and Terry Bond have been doing the Swap Meet for 15 years and want to train someone else to take over for them.
- Dot Parrish announced that the TRAACA Judging School will be held April 25th at Bob Roughton's with pizza for lunch and coffee and donuts.
- Viator Trudeau has volunteered to represent TRAACA on the Car Club Council of Hampton Roads.
- Linda Pellerin went over the list of unpaid AACA members and got a status report from the board members who had volunteered to make contact with these members.



**ANNOUNCING A CONTEST
TO NAME OUR TOUR
TO
LOUISVILLE FOR THE 75TH ANNIVERSARY
OF
AACA**

Email your entry to Linda by July 30th.



OLD DOMINION MEET 2009

The five minutes of sprinkle may have scared a few folks away, but those who had their cars in the show at the Chesty Puller VFW Post in Dale City, VA hardly noticed the rain. The judges came out a few minutes later and started judging cars. Tidewater had contributed ten judges, Ken Talley (ODMA President), Terry Bond (Executive VP AACA), Neil Sugermeyer (Chairman of Development and Support AACA Est. Div.), Linda Pellerin (TRAACA President), Bob Roughton, Bill Williams, Tom Cox (AACA VP), Clay and Cheryl Drnec, and Sandy Hall in Judges Administration.

A stop at Lowery's Restaurant in Tappahonnock was a great way to break up the trip.

Right Barb and Ken Talley share a death by chocolate dessert.



Left: Linda and Bob Pellerin were as fascinated by the talking bird as the early Cadillac.

TRAACA members receiving preservation awards were Sam Kern with his 1925 Franklin, Jeff Howie with his 1966 Solex, Neil and Marty Sugermeyer with their 1965 Rambler, and Rad and Marge Tillett with their 1932 Ford. Senior Awards went to Bob Roughton for his 1933 Pontiac, Sue Bond for her 1973 MGB, Tony Scarpelli for his 1964 Chrysler Imperial, and Tom Cox with his Datsun 280Z. Bob and Linda Pellerin got a 1st Junior with their 1937 Volvo. DPC cars were driven by Ken and Charlene Roach in their 1931 Pontiac, Clay and Cheryl Drnec in their 1979 Chevrolet, Ken and Barb Talley with their 1935 Chevrolet. Sam Kern split the Pre 1927 Longest Distance Driven Award with Reggie Nash. Janet Green also attended.

Fredericksburg made a clean sweep of the Edgar Rohr Trophy with 22% of their membership in attendance. They also won the Old Dominion Trophy for total points achieved for judges, car awards, cars shown, and the best in show.. Best in Show went to John Garnett for his 1964 Plymouth convertible also from Fredericksburg.

A silent auction was added to the activities and a number of folks took home treasures. A 50/50 raffle also brought in a few bucks for ODMA.

Crater Region in Petersburg is planning a great meet for 2010 to be held at Pamplin Historical Park.



Neil Sugermeyer considering whether the Rambler needs more cleaning while Tony Scarpelli with new friend Ringo watches.



Terry Bond left Sue's MGB gleaming. She got her senior.

Ken and Charlene Roach trailer their Pontiac. With the early cars, it's all about putting on too many miles on the car.





Cheryl & Clay Drnec with their 1979 Chevrolet in DPC

Rad and Margie Tillet with their 1932 Ford



*Below:
Toni Scarpelli
with his 1964
Chrysler
Imperial*



*Jeff Howie with his 1966
Solex. All motorcycles must
be started up, but Jeff
drove his onto the field.*

*Below:
Richard and Sandy Hall
with their
1935 Packard*

*Bottom:
Bob Roughton with his
1933 Pontiac*



*Tom Cox with
his
Datsun*

*Below:
Linda and Bob
Pellerin with
their 1937
Volvo*





Sam Kern giving his 1925 Franklin a polish

TRAACA MAY DINNER MEETING

On May 21st we had a super turnout of folks at the Aberdeen Barn on North Hampton Blvd. Igor Acord was our speaker. Igor is a master at doing the final striping on auto bodies and wheels. He also does the a lot of custom painting of lettering on things like vintage commercial vehicles and has quite a flair for creating scenes on cars as well. Igor led one of the best Q & A sessions we've ever had.

Scott Davies with Igor Acord after the meeting.



**TOOTIN
OUR
HORN**



Congratulations to Tony Scarpelli. His excellent article on the Chrysler Pentastar was picked up by the Split Rim, the Shenandoah Region Newsletter. With the Mud Flap now online, more of our articles may be getting wider distribution.

Chrysler Corner

By Anthony Scarpelli

1976 "Lean Burn" Engine Management System; An Engineering 'Bridge Too Far'

Starting in 1970, Chrysler financially began a slow decent that accelerated as the decade progressed. All automakers had to comply with increasing and costly government safety and emission regulations. Producing fewer automobiles compared with their competition, Chrysler's costs were therefore more per car than Ford and GM. Chrysler struggled to stay afloat for most of the decade. Chryslers' response to this new environment was to not take chances. They did not break any new ground so as not to risk a disaster in product or styling. Chrysler did more and more with less resources and people and so quality, or lack of it, became more and more of an issue.

But engineering was another story. Chrysler styling in the 70s was of the "me too" variety, compared with Ford and GM. However, Chrysler since its creation in 1925, was always an engineering based company. Chrysler blazed its own trail with many industry "firsts." As recently as 1972, Chrysler engineering introduced electronic transistorized ignition across its entire product line. This industry first was soon copied by Ford and GM and showed that Chrysler engineering was still alive.

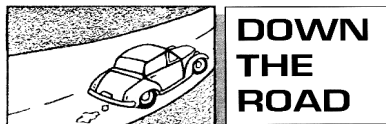
In 1976 struggling Chrysler was ready to surprise the industry again with the first ever computer engine management system, called; "Lean Burn." Lean Burn used a computer mounted on the side of the engine air cleaner. Sensors in the engine monitored ambient and intake air temperature, coolant temperature, carburetor throttle position and engine vacuum and load. The computer made a fuel mixture and ignition timing calculation based upon the information provided by the sensors. The computer could make fuel mixture as lean as 20 parts air to 1 part of fuel under certain conditions, thus the term Lean Burn. This was amazing because since the dawn of the internal combustion engine, the ideal fuel air ratio was known to be 14.7 to 1. This was and is still known as stoichiometric ratio.



Lean Burn System, computer and vacuum advance is to the right of the air cleaner

Unfortunately, Lean Burn had immediate problems. In the morning, cars could stall multiple times before idling. Cars also had hesitation problems. Lean burn air/fuel ratio was scaled back to 18 to 1 in 1977 and 16 to 1 in 1978. But the problems did not end there. Lean Burn did not have a provision to diagnose itself in case of failure. If it did not work correctly, repairing Lean Burn became a part changing exercise for mechanics, usually starting with the most expensive part, the computer, and working down to the distributor and the sensors. Finally, Lean Burn did not have sensors to give the computer feedback on how the engine was internally running. The computerized fuel and timing calculations did not change as engine components aged causing the fuel mixture to be too lean or rich. The Lean Burn experiment was over by 1980. Chrysler was no longer thought of as an engineering based company, but a company struggling to survive, with a bad reputation for build quality and recently acquired one for cars that ran lousy.

However, Lean Burn did blaze the trail for present day computer engine management. GM introduced its On Board Diagnostic (OBD) Oxygen Sensor feedback system in 1981. OBD was similar to Lean Burn; the computer was fed the same parameters from sensors as the Chrysler system. The difference was the computer maximized timing and fuel calculation based on 14.7 to 1 air fuel ratio. The oxygen sensor was added in the exhaust to provide the computer with feedback from the engine. OBD also provided a data stream to diagnose both the engine and itself. In 1996 this system's second generation, OBDII, became the standard computer management system mandated by the Environmental Protection Agency for all American, Asian and European cars sold in the US today. The roots of this system came from Chrysler Engineering.



LOCAL

June 13... TRAACA Annual Picnic at Schaubach's
 July 11.... TRAACA Garage Tour
 July 16....TRAACA Monthly Dinner Meeting
 Aug.8.... Poker Run
 Sept.25...TRAACA Friday Night Social
 Sept. 26...TRAACA Annual Meet – Virginia Beach Airport

REGIONAL

July 18....Que & Cruz Car Show - Antique, classic car, and truck show in Louisa, Va to benefit the Zion Crossroads Volunteer Fire Department and Small Country Children's Fund 540/223-6329

NATIONAL

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

.....



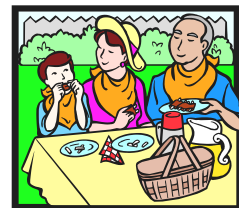
THROUGH THE WINDSHIELD

Activity Information For June

Update For The TRAACA Picnic At Schaubachs

By Dot Parrish

Be sure to mark your calendar for Saturday, June 13th for our picnic at Dwight & Jane Schaubach's home. The address is 8354 Crittenden Rd. in Suffolk, VA. Crittenden Road turns off Rt. 17 between the Nansemond River and Chuckatuck Creek. The Schaubach's home is one mile from the turn.



We will arrive between 3 and 4 and after talking with Dwight, he said we will probably plan to eat around 5:00 PM. Even though the Schaubachs will provide the food, we will be collecting \$5.00 per person to get an accurate headcount. We will make a donation to Dwight's favorite charity. Some of the members will bring desserts. If you would like to sign up to bring a dessert, please call Dot Parrish at 547-5034 or one of the activities committee members.

Your call person will contact you before the picnic. Thanks to the Schaubachs for inviting us again. You don't want to miss this fantastic event.

For those who do not know the way, or have never been to the Schaubachs before, we will meet at Greenbrier Mall in front of Sears at 2:00PM and plan to leave at 2:15PM. Because of this being a busy time at the mall on Saturday, it might be a little hard getting out, but I will have some directions for you to follow.

THE PICNIC REPLACES THE DINNER MEETING FOR THE MONTH IN WHICH IT IS HELD.



TRAACA

Garage Tour

July 11, 2009

Plan on July 11th for our Garage Tour to the Meadows and the Pellerins. We will be charging \$5.00 a person so that we can get an accurate head count.

The Garage Tour will start at Debbie & Dana Meadows house at 10:00 AM. Their address is 4453 Blackbeard Rd. (Baylake Pines) This is off Shore Drive before you get to the Lesner Bridge. We will tour Dana's new garage. I'm sure he will have a few Indy 500 things to show us. At the Meadows, it will be catered by Dave's Deli with coffee, juice, bagels, fruit salad and muffins.

Then, around noon we will head to Linda & Bob Pellerins to have lunch. They live on Bay Island. 2008 Compass Circle. This will also be catered by Dave's Deli with assorted sandwiches, iced tea, and water. Maybe the Pellerins will let us tour their new addition to their home.

Directions to Meadows

You can go down Northampton Blvd. to Shore Drive. Turn left onto Treasure Island Drive. Go 0.2 miles Turn left onto John Silver Rd. Go 0.2 miles Turn right onto Blackbeard Rd.

Directions to Pellerins

When leaving Dana & Debbie's house, get back on Shore Drive. Turn left on Shore Dr. Go 2.8 miles and turn right onto W. Great Neck Rd. Go 0.5 of a mile and at the top of the bridge, take a slight right and it will send you down on Broad Bay Rd. Go 1.2 miles and take a right on Clipper Lane. Turn left onto Windward Shore Drive. Turn left onto Compass Circle. End at 2008 Compass. Anyway, plan to come and have a good time for the day. Please bring a lawn chair.



TRAACA FALL MEET

Saturday, September 26, 2009



By Dick Pensyl

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 jand-pen@yahoo.com. The list of committee chairpersons was in the April Mud Flap. Our 2008 annual meet was the best ever for Tidewater. This year could be even better.

All volunteers will be given a voucher for \$5.00 toward food and drink at the Meet. Don't wait to be asked; volunteer. Dick



TOUR TO LOUISVILLE IN JUNE 2010

By Ken Talley

EVENT DATES JUNE 30th to JULY 3rd, 2010

Headquarters Hotel Reservation Information

Crowne Plaza Hotel-Expo Center

830 Phillips Lane, Louisville, KY
40209-1387

Phone: (502) 367-2251

Fax: (502) 366-2247

Toll Free: Reservations: (800) 626-2708

Rate: \$119 plus tax per night

Reservation Deadline: April 19, 2010 *

* - All reservations received after this cutoff date are accepted based on availability at the prevailing rate.

Complimentary ground level guest parking.

24-hour Complimentary airport transportation.

24-hour security.

The tour dates have not been set yet, but you have the option of joining in for a portion of it.

Please call me and volunteer to serve. We can make this a memorable and fun event and it won't work anyone too hard.



**Congratulations to
Dick and Jan Pensyl.
On April 29th they
celebrated 50 years of
marriage.**

HELP NEEDED by the Peters

Vicky and I are joining Ivan and Margie Joslin in Florida and I need a place to store our Cadillac until I can drive it down. I'm willing to pay rent from the end of June through the end of August. We were expecting it to take a few months to sell out house here, but it sold in a week. We close on our house in Virginia Beach June 29, but don't get into our new house until July 30. Vicky has an appointment with her oncologist here the end of August and we plan to fly up and drive it back then. If you have an empty stall in your garage that can handle a 19-ft. land yacht, or know someone who does, I'd like to hear from you.

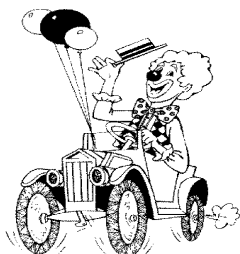


Celebrity Spotlight



Winner	Vehicle	Class	Award
<u>Williamsburg Winery Car Show, Sponsored by the British Car Club of Williamsburg, May 3, 2009</u>			
Bob Pellerin	1937 Volvo		1 st Place
<u>Virginia Beach Boardwalk Show - April 25th, 2009</u>			
Tom Wedeking	1941 Pick-up truck	Trucks	Best In Show in Truck Class
<u>Virginia Chevy Lovers Spring Dust-Off in Smithfield, VA April 19, 2009</u>			
Bob Parrish	1958 Chev. Corvette	58- 64 Stock	1 st Place
<u>Moyock Ruritan Club Show Moyock, NC 5-9-2009</u>			
Bob Parrish	1972 Cheyenne Truck		Top 20
<u>AACA Regional Apple Blossom Festival Show, Winchester, VA May 9, 2009</u>			
Terry & Susan Bond	1974 MGBGT	25E	1 st in Class
Bob Roughton	1909 Oakland,	13A	1 st in Class
			ALSO: Outstanding Brass Era Car
<u>Old Dominion Meet, Dumphries, VA, May 18, 2009</u>			
Richard & Sandy Hall	1935 Packard	20C	Senior
Sylvia & Bob Roughton	1933 Pontiac	20B	Senior
Susan Bond	1973 MGBGT	25E	Senior
Tony Scarpelli	1964 Chrysler	27F	Senior
Tammy & Tom Cox	Datsun 280Z		Senior
Neil Sugermeyer	1965 Rambler	DPC	Preservation
Linda & Bob Pellerin	1937 Volvo	20D	1 st Junior
Sam Kern	1925 Franklin	18d .	Preservation
			ALSO: Sam split longest distance award with Reggie Nash
Jeff Howie	1966 Solex	5D	Preservation
Marge & Rad Tillett	1932 Ford	28	Preservation
Ken & Charlene Roach	1931 Pontiac		DPC
Cheryl & Clay Drnec	1979 Chevrolet		DPC

THE HUMOR



Southernosity

Only a Southerner knows the difference between a hissy fit and a conniption fit, and that you don't "HAVE" them, you "PITCH" them.

Only a Southerner knows how many fish, collard greens, turnip greens, peas, beans, etc., make up "a mess."

Only a Southerner can show or point out to you the general direction of "yonder."

Only a Southerner knows exactly how long "directly" is -- as n:"Going to town, be back directly."

Even Southern babies know that "Gimme some sugar" is not a request for the white, granular sweet substance that sits in a pretty little bowl in the middle of the table.

All Southerners know exactly when "by and by" is. They might not use the term, but they know the concept well.

Only a Southerner knows instinctively that the best gesture of solace for a neighbor who's got trouble is a plate of hot fried chicken and a big bowl of cold potato salad. If the neighbor's trouble is a real crisis, they also know to add a large banana puddin!

Even Southern babies know that "Gimme some sugar" is not a request for the white, granular sweet substance that sits in a pretty little bowl in the middle of the table.

The Schaubach Companies of Virginia

Dwight C. Schaubach, President

**Bay Disposal - American Environmental Group - Johns Brothers HVAC
Johns Brothers Security - Suffolk International Truck**

**1384 Ingleside Road Norfolk, Virginia 23502 (757) 852-3300
www.Schaubachco.com**

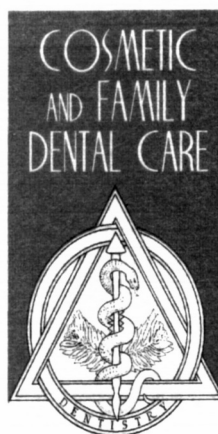
ROYAL SILVER MANUFACTURING Co. Inc.

Quality Chrome Plating



Whether it's one part or the entire car... for the finest copper, nickel, chrome, and silver plating or for refinishing of brass, copper, and stainless steel..... come to Royal Silver, where we've been providing quality plating since 1907.

**Royal Silver Manufacturing Co. Inc.
3300 Chesapeake Blvd.
Norfolk, VA 23513
855-6004**



ROBERT D. PELLERIN, D.D.S., P.C.

Excellence Remembered - Trust Inspired

PARKSIDE PROFESSIONAL CENTER
351 Edwin Drive • Suite 101
Virginia Beach, VA 23462
757-490-2017

Custom Home Designs, Inc.

207 Business Park Drive, Suite 200
Virginia Beach, Virginia 23462

Susan E. Bond

Certified Professional Building Designer
American Institute of Building Design

phone 757-557-0904
fax 757-557-6871
susanbond@aol.net



(757) 428-9088

**Heritage
Transmissions & Motors**
Service You Can Trust
Complete Transmission & Auto Repair

TROY BOYD
SERVICE MANAGER

1780 VIRGINIA BEACH BLVD.
VIRGINIA BEACH, VA 23454



Cones and Barbecue

THOMAS "THAD" DOUMAR
(757) 627-4163

1919 Monticello Avenue
Norfolk, Virginia 23517



Sharon Hampton

INDEPENDENT CONSULTANT

2405 Jenan Road

Virginia Beach, VA 23454

Home: (757) 486-7572 • Cell: (757) 403-1081

ScrapItNow@cox.net

Memory Keeping at Its Best

Vinyl Tops
Carpets
Headliners

Rag Tops

Seat Covers
Door Panels
Tonneau Covers



Auto Upholstery
2602 Build America Drive

Owners

KEITH OLSON
ERNEST OLSON
MICHAEL OLSON

827-0381

FAX 827-5359

E-MAIL: kirksuph@verizon.net

International Vehicle Appraisers Network

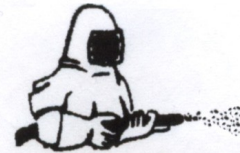


Jeff Locke
Senior Certified Appraiser

(757) 421-9028
Fax: 421-4165

jlocke@i-van.org
www.i-van.org/locke.htm

900 Taft Road, Chesapeake, VA 23322



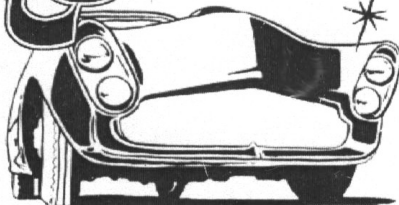
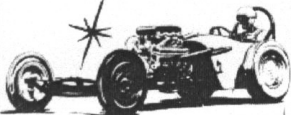
Sand Blasting Experts

506 Barnes Road • Chesapeake, VA 23324
Office (757) 494-9000 • Fax (757) 494-9222

Serving the Hampton Roads Area for Over 25 Years



pinstriping
• LETTERING
• & OTHER NEAT-O STUFF
• CARS, BIKES, BOATS & RIGS



CALL:
757 MF9-2397

Email: precisionpowdercoating@verizon.net
Website: precision-powder-coat.com



PRECISION
POWDER
COATING, Inc.

PHYSICAL:
2593 AVIATOR DRIVE, SUITE 101
VIRGINIA BEACH, VA 23453
MAILING:
POST OFFICE BOX 10400
VIRGINIA BEACH, VA 23450

Lou Amati
PRESIDENT

Phone: 757.368.2135
Fax: 757.368.2137
Cell: 757.675.3146



JKL AUTOMOTIVE INC. D.B.A.

DR. MOTORWORX
REMANUFACTURED ENGINE INSTALLATION CENTER

TONY SCARPELLI
Owner

TRADE YOUR ENGINE
NOT YOUR CARSM

2600 Build America Dr., Hampton, VA 23666
Phone (757) 838-8723 / Fax (757) 827-3082
www.virginiaengines.com

Advertize here.

Business Card Ad—\$50 per year

Call Tony Scarpelli,
TRAACA Advertising Chairman

MAGUIRE
& Sons

www.maguireandsons.com

Owner / Operator
TIM MAGUIRE
U.S.N. RETIRED

Cell 757.675.0288
Pg. 757.860.0882

AUTO BROKERS

757.747.2277

Toll Free

1.888.556.4728

**FINANCING * BUY
SELL * TRADE**



**MAGUIRE & SONS
AUTO BROKERS
866-840-1021**

- Serving Tidewater's Auto needs Since 1983
- VIADA Quality Dealer of Year Award
- Retired Navy Owned & Operated

764 S. Military Hwy. Virginia Beach, VA

Drive Through Time... With Peace of Mind



With nearly 50 years of experience insuring prized possessions, you can be sure that we understand this business. We know our industry, and make it easy for you to get the protection you need for your antique automobiles. With J.C. Taylor, you can drive through time with peace of mind.

Insure with
J.C. TAYLOR
Antique Auto Insurance



Go Online or Call for an instant quote!

1 888 ANTIQUE

1.888.268.4783

www.JCTaylor.com