

TIDEWATER Antique Automobile Club of America REGION



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A Master Editor Award Winning Publication



Bob & Linda Pellerin's 1937 Volvo PV52



TRAACA WINGS & WHEEL SHOW SEPTEMBER 26, 2009



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President Linda's September Message

Summer is always a busy time with the car hobby, and August came in and out with a bang! We had a car display for Geico's grand opening earlier in the month. Many members came out to display their cars, which supports the old car hobby. Everyone had a great time and it was fun to see the smiles on the spectator's faces. The following week there were some brave souls who did a car display for the Post Office. The Post Office was unveiling their new stamps depicting the decades of the 30's, 40's 50's and 60's. It was a very hot day but I was proud we could support this event. Many members came out in numbers to the 18th Annual Shriner's Fun and Shine Car Show. This was a great show, which boasted 280 vehicles. We ended up the month with the Stick Shift Driving School. Danny threatened to spoil the day, but we had great weather. Dr. Talley gave the classroom portion of the school, with diagrams and clutch parts. He fielded several questions from the crowd. The driving participants then went to the other side of the building to begin the behind the wheel portion. Tidewater Auto Auction of Chesapeake provided two stick shift automobiles to learn on. The students then graduated to the older vehicles. Toni McChesney did great driving their 1932 Chevrolet. She insisted she wasn't going out on the road but I wouldn't take no for an answer and off she went! She won "Queen of the Knob!" Dot Parrish started with Sue Bond in her jeep and graduated to their 1957 Chevy. We also got her out on the road! She burned a little rubber but did great. While she was driving I was holding her portable fan so she could remain cool. Tony Scarpelli instructed many people in his TR7. His star student was Maxine Milligan who won Most Improved! Dan Ciccone instructed many students, one of which is a future member Nick Sanders. Nick has his learners permit and when he proceeded onto the open road with Dan he was pulled over by the police! Not Nick's fault, the dealer plate wasn't very visible and the policeman thought it was a stolen car. Nick did win "Longest 0 to 20 in TRAACA". Marty Sugermeier won "Least Likely To Grind." Bob Stein instructed Claire Catanese and she moved right on up to their Model A along with Peter's daughter Karen Goode. Claire also won "Best In A Clutch". Tony Scarpelli's daughter Jennifer also joined us and she won "Least Stalls Per Mile". Faye Curl won "Best in Reverse" and was really quite accomplished. Angie Ciccone, who was a little apprehensive, mastered the shifting and with Bob Steins' tutelage did great. She won "Least Likely To Try". Sharon Dowdy, a Model A member, did great and she won "Most Fun". Marie Gancel got in the car and made her way around the parking lot like a champ and also won "Best Determination". Peter Catanese's granddaughter, Kristian Goode also participated and won "Most RPMS Per Shift".

It was a great day! Each participant received a certificate, which topped off the event. Get ready for next year when we have the Ladies Driving tour!!! We all enjoyed a great lunch catered by Jay's Deli and called it a day.

We have a winner for the "Name the Louisville Tour", which will be announced at the Friday Night Social! I know Dick Pensyl is still looking for some volunteers for our Wings and Wheels Show on Sept. 26th. Give Dick a call and come and enjoy the fun! We also are participating in the Keels and Wheels Show Sept 19th at Town Point Park in Norfolk. They are looking for 40 vehicles. They will provide food for us. It sounds like a great day! Call Tony Scarpelli (757-810-1600) to sign up.

"Credit to the fullest the good qualities to be found in others, even though they may far outshine your own." William M. Peck

Announcements

NEW ADDRESS, PHONE, EMAIL

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>>>Register for the September Meet<<<

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VOLVO PV52

By Robert Pellerin

My love affair with Volvo began in 1966 when as a passenger in a dental school classmate's PV544, we cruised and negotiated the streets of Washington D. C., seamlessly. My ownership of a Volvo PV544 came years later when a patient bartered for dental services using his very sadly neglected 1964 model. My wife Linda freaked out when I towed the car home only to reverse her opinion after its' restoration, now declaring this as her favorite car to drive.

Now, as for the 1937 Volvo PV52. During the restoration of PV544 many parts were ordered from Pete Nielsen, owner of Swedish Classics in Oxford, MD. Pete became a personal friend and advisor on this project, and on one of his many business trips to Sweden, he was introduced to an older couple who owned an original PV52. The Swedish economy was tanking in 1992, and with Pete's lead, I was able to negotiate a fair price for this treasure. Pete had it shipped in one of his parts containers thereby eliminating a transportation bill of lading expense. Only years later when registering the car in Virginia did the authorities notice the missing paperwork resulting in additional fees. Big Brother gets his just deserts.



PV52's super clean engine

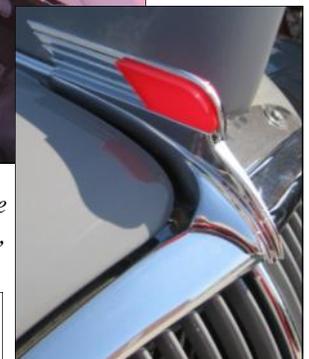
Our first motor trip in PV52 was taking delivery of it at Oxford, MD. and driving straight through to Pungo to attend the 1993 TRAACA picnic at member Duman Wright's home. That was followed by many national Volvo car shows, with multiple awards. This car was a driver then and even raced at Summit Point Raceway in West Virginia.

After this abuse, the car was appearing tired and restoration was soon at hand! It started out as just a paint renewal, but I soon found out the entire car had been taken apart (without my authorization), the body off the frame. Okay, this was fate. "Let's do the whole car". This was 1997. Five years later after many payments, I found the car still in boxes and very little had been done. Dan Ciccone and I went to recover the car and bring it to his shop. Maybe some "Broken Kneecaps" were in order. Good friend and Chevy lover, Mickey McChesney spent some time with the car vowing to never work on a foreign vehicle again.

While attending the 2003 National ACAA tour in Maine, I saw this wonderfully restored 1956 Volvo P1900 sports car at the Owl's Head Transportation Museum. Only 68 of these fiberglass cars were made. That was it for me! Whoever did this restoration had to be found to become my restorer. Alan Purser of Alan Auto of Portland, Maine was approached, and after lengthy discussions, he agreed to tackle my basket case. Wally and Anges Wise and Linda and I towed two car trailers full of Volvo parts and two Volvos to Maine. I had purchased a second similar car, a PV51 from a collector in Maine by way of Dan Ciccone. Alan of Alan Auto must have been totally surprised when he saw my station wagon tow vehicle pull up to his driveway. That Buick has towed from Florida to Maine with never a problem. This Buick 454 is not a clunker to be traded.



Elegant simplicity is evident in the dash (above), interior (below left), and the mascot. (right).



Another three years and many, many written checks later, I had a most beautiful car minus an interior. Mary Scott, a sheep farmer and historical fabric weaver from Suffolk, VA agreed to help. She dyed yarn to

match the colors of the original upholstery fabric taken from the underside of the seats and wove the material to make an exact replica of the matelasse' pique' design. A loom large enough for the required fabric width had to be found, and a working 19th century loom was located in Pennsylvania. Headliner fabric was fabricated the same way. The very talented Paul Cho, formerly of Joe's Upholstery in Virginia Beach, worked his magic on restoring the interior of the Volvo.

Many frustrating years of enduring disappointments have all been worth it. The car was awarded 1st place and Peoples Choice at the 2008 Euro Fest sponsored by BMW in Spartanburg South Carolina, a 1st place at the 2009 Greenwich Concours D'elegance in Greenwich, Connecticut, and has been invited to this years Hilton Head Concours D'elegance in Hilton Head, South Carolina. Oh, and it did very well at our own Fall Show last year and has its' senior award with the AACA. What a trip from that first ride in a PV544 back in 1966! PV52 appreciates your interest.

Editorial



By Neil Sugermeyer
We are back to reality – the Franklin Trek is over, and our week at the lake with its cool breeze and warm water is also history. We couldn't have asked for better weather, and other than a little rain on the way up to get the car dirty, and an evening of rain at the Trek and again at the lake, it remained sunny for the entire trip.

I'm not into the long 600 plus miles per day any more, so we split the trip to the Trek into two days, stopping the first night in Harrisburg, PA, and leaving the motel early enough the next day to arrive at the AACA museum in Hershey when it opened at 9AM. As always, there are great vehicles to see there, and there

is enough turnover on the floor to make each visit a new experience. While Marty was in the gift shop, I took time to go upstairs into the Regions Room. I was proud to see the display on the wall that showed Tidewater Region as one of the seven top regions in donating to the Museum.

The Regions Room also has many glass cases in which each Region can display significant memorabilia. Some Regions displayed early pictures of members and past events, and others had meet plaques and programs on display. Some had their original charter, while others included trophies that had been retired. There was more than fifty years of AACA Regional history to be seen, but nowhere was Tidewater represented by a display. We have a lot of this sort of "stuff" scattered around the area, and I'm suggesting that we try to assemble something worthy of this Re-

gion's history to display along side what other Regions already have contributed. Terry Bond has told me that empty cases are available at the Museum, so call me if you have or know of an item that we can add to the collection. This is something we should do – the National organization can't do it for us.

This was my 41st Franklin Trek, and Marty's 36th. Except for the early years, the Trek has always been held at Cazenovia College in the village of the same name, which is a beautiful central New York town with a history that dates back well over 250 years. Most of us stay in the college dormitories, although there are excellent accommodations in town about three blocks away for people who want room services. Our days were filled with tours on back roads to points of interest, good restaurants, and old and new friends. Technical sessions, evening entertainment at the college, and an auction of donated Franklin bits and pieces filled the times when we weren't on the road. A total of 89 Franklins attended, ranging from 1903 to the last year of production in 1934. It always amazes me how fast the time goes by while at the Trek, and after a week, we had to move on. Now if we can encourage a couple more of our local Franklin Club members to go next year!



Katrina Short from Oregon joined me for one of the driving tours. Katrina is studying at McPherson College to become an auto restoration specialist.



A little rain didn't dampen interest in the on-the-field maintenance of a cross engine Franklin.

After the Trek, Marty and I loaded our Franklin on the trailer, picked up our dog at the local kennel, and spent the next week relaxing at our lake property in Vermont before returning to the heat and humidity here at home.

REPORT FROM THE BOARD

July 14, 2009 – TRAACA Board Meeting

The July 2009 board meeting was held July 14th at Priority Chevrolet. Members present were Linda Pellerin, President; Bob Stein, Vice-President; Linda Pavlidis, Secretary; Board members Don Hobbs, Scott Davies, Teresa Horton, Riley Best and Bill Wilcox. Also present were Frank Lagana, Dick Pensyl, Ken & Barbara Talley, Neil & Marty Sugermeier, Richard & Sandy Hall, Dot & Bob Parrish and Bob Hampton. There were four new membership applications, as follows: Melissa McKenna, Vito & Nina Serrone, Jim Villers and Donald & Dora Lou Southern.

The Minutes for June were approved with one correction. The Treasurer's report was read and there was discussion on an unpaid ad and a paid ad that had been inadvertently pulled from the Mud Flap. Marty Sugermeier said she would check into the problems and report back.

COMMITTEE REPORTS

The By-laws are pretty much up-to-date and pretty much of a total remake to be approved in total. A copy will be mailed to each member and they will be able to compare to a copy online.

There have been a couple "snags" in the Fall Tour planning, one of them being Saturday's lunch, but they are working on it.

The activities committee reported that GEICO would like about 25 cars to be displayed on August 8th at their new office on Volvo Parkway. Fox Radio will be there from 12-2 and that would be a good opportunity to plug our meet.

The stick shift driving school was rescheduled for Aug 29th.

Dewey Milligan had offered to take his truck and trailer on the "Louisville Trip" in case it was needed for break downs – all he asks is that the club pay for his gas.

UNFINISHED BUSINESS

The purchase of a new trailer was discussed. It was determined that we do not need to purchase a new trailer, and to keep looking for a good price on a used one.

Dwight Schaubach would like the TRAACA picnic donations to go to the Norfolk Food Bank.

Several members have asked about magnetic signs for cars. Virginia Art Metals makes them and has the club logo. Francine Fell is the contact – they just need to know the year and make of the car to make a sign. Contact and purchase information will be published in the Mud Flap

NEW BUSINESS

Riley Best made a motion that we donate \$25 to AACA in memory of Audrey Horne. The motion was carried.

The vote at the August dinner meeting on charitable contributions will be written. Riley Best and Bob Stein will count votes.

Frank Lagana had an ad for the Mud Flap and since it was after July 1st wanted to know if it would be half price. Bob Stein made a motion that ads after the first of July be half price and the motion carried.

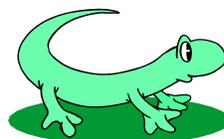
Neil Sugermeier advised the Mud Flap for August would be early because of travel plans for him and Marty.

The matter of the tunnel toll for the Fall Tour was brought up. Bill Wilcox made a motion that the club pay the toll. Bob Stein amended the motion that it be brought before the membership for a vote at the August dinner meeting. Bill Wilcox will write a short blurb for the Mud Flap. The motion carried.

There being no further business, the meeting adjourned at 6:50pm.

NOTE FROM BILL WILCOX

Hopefully the club will decide to pay the round trip toll of \$24.00 per car to help ease the cost and make it more equal to those earlier tours which have not had the expense of tolls across the Chesapeake Bay. I believe paying the toll is a good way for the Club to help reduce your expense for the Fall Tour. Please let your President and Board Members know your feelings about the Club paying the Toll for every vehicle before the next board meeting on September 8th at 6 PM



GRAND OPENING FOR GEICO INS. CAR DISPLAY

by Dot Parrish

On Saturday, August 8th twenty cars turned out for the GEICO Insurance car display on Volvo Parkway. They were celebrating their grand opening of the new office, and invited us to come out and show off our old cars and have hot dogs, hamburgers, soft drinks, potato chips and I don't know where the brownies came from, but Dewey was passing them out and I think they were the biggest brownies I have ever seen. We arrived about 11:30 AM and stayed until 2 PM. It was a warm August day, but a little breeze was blowing so it was not too bad.

GEICO manager, Mike kept coming by and giving us some little give-away he had and made us feel very welcome. They had a band playing that was made up of some GEICO employees. Some of our members were seen doing a little shopping and Susan Bond managed to put a table into her MG.



Photo by Bob Stein

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Charlie Nissen presented Sam Kern his Khedive Show award at the dinner meeting. Sam's 1925 Franklin got the Potentate's Choice Award (Best in Show).

Post Office Car Display

By Dot Parrish

The Post Office asked the Tidewater Region AACA to bring out a few old cars for a display at the Pembroke mall on Tuesday, August 11th. They were requesting cars of the 40's, 50's and 60's, since they were coming out with new stamps of this era. The stamps actually had nothing to do with cars, but TV shows of the 50's and 60's. (I Love Lucy, Groucho Marx, Kukla, Fran and Ollie, Howdy Doody, Milton Berle, Jackie Gleason, etc.)

It just happened to be the hottest day of the summer. I think the heat index for this day was 110 degrees. Fortunately, we had the mall to duck into for some cool air and of course, we just had to go into the Macaroni Grill and have lunch. Thanks to all of our members that brought the cars out on such a hot day. You went beyond the call of duty. Tidewater Region members are the greatest!!

Members participating were Bob Ward - 1957 Thunderbird, Sue Bond - 1974 MG, Dick Pensyl - 1968 Pontiac, Don Hobbs - 1940 Ford, Becky & James Woodall - 1967 Mercury Cyclone, Iven Godwin - 1949 Pontiac, Sheila & George Gurnee - 1949 Oldsmobile, Toni & Mickey McChesney - 1968 Oldsmobile, Claire & Peter Catanese - 1931 Ford, Dot & Bob Parrish - 1957 Chevrolet Convertible.



TRAACA cars out for the Post office display on one of the hottest days of the year

Chrysler Corner

By Anthony Scarpelli

“The Forward Look” (1955-57) makes Chrysler a styling leader.

In 1957, Chrysler cars styled under designer Virgil Exner led the automotive industry in styling for the first and only time. The cars sent GM stylists back to the drawing board, scrapping their 1959 designs.

Exner was a well known designer before his arrival at Chrysler. He had designed for GM, his most notable achievement being the 1937 and 38 Pontiac. He is credited with first application of chrome strips, named “silver streaks” on the hood. This became a Pontiac trademark through the mid 1950’s. Later, he worked for Raymond Lowey. Lowey studios did industrial design contracts all over the world. One of Lowey’s contracts was to do design work for Studebaker. Lowey assigned Exner to Studebaker and he moved from Lowey’s Headquarters in New York City to South Bend to be Lowey’s point man. Exner was liked at Studebaker and was given some side jobs. When Lowey found out about this, he fired Exner for disloyalty. He was immediately hired by Studebaker engineering Vice President Roy Cole. Exner’s design for the 1947 Studebaker was selected over the Lowey studio design. This caused much political in house fighting. In 1949, Cole was retiring; he told Exner that his days at Studebaker were probably numbered after he left. Cole then helped Exner look for employment. It looked like Exner would head the Ford studio. When this did not happen, Exner was crushed. Cole was said to reply “let’s try Chrysler.”

Chrysler was run by hard nosed president KT Keller, the successor to Walter Chrysler. Like Chrysler, he was from an engineering background. Keller felt that a well engineered automobile, that could be driven while wearing a hat, would always sell, and that customers who bought cars because of styling gimmicks would ultimately come back to a sensible car. Keller firmly believed this and record sales in the years after WWII, due to pent up demand, initially mislead him into confirming his belief. It is a little known fact that from 1937 to 1952 Chrysler was the second largest producer of automobiles behind General Motors, outselling Ford with a typical market share of 25 percent

By 1950, the buying spree after WWII was coming to an end. Even Keller began to see there was a problem. Chrysler cars were thought of as well built but out of date. They were taller and stubbier looking than the competition, worse, they were not selling. About this time, Keller was approached by Cole about Exner. After an arranged meeting, Exner was hired to head advance styling concepts, the purpose was to show that Chrysler could produce styled cars like rivals GM and Ford. Exner believed that cars were rolling art and that their forms should be

beautiful and functional. He was given free reign to design whatever he wanted. His many concept cars all had what would become Exner trademark elements; classical looking radiator type grills, big cut outs around all four wheels, spare tire holders molded in the rear body and wild head and tail lights. Later, he added a design feature that would become the symbol for 1950’s automotive design; aircraft like tailfins. He thought that Italian design was most in line with his philosophy. He traveled to Italy many times to look at trends and hired Ghia studio to build his many concept cars.



1954 Plymouth, part of the 1954 sales disaster

Chrysler’s sales continued to sag. In 1952, Ford passed Chrysler in sales and never looked back. By 1954, Chrysler sales would be down to 13 percent of the market. Chrysler’s next redesign cycle, in 1955, was beginning to look like a make or break one for the Company. Early in 1953, Keller showed the proposed 1955 designs to Exner and asked his opinion. Exner said he did not believe they would sell. Keller made the decision to have Exner style the entire 1955 Chrysler Corp car line. It was only eighteen months until the 1955’s were due out. Exner completed the task on time.



Virgil Exner, the originator of the forward look

The 1955 Chrysler line was originally called the “100 million dollar look” named after the amount of money that the restyle cost, but soon became the “forward look” because of the styling theme of the cars. The entire line sold well and stopped Chrysler’s market share slide. Because of the money spent in 1955,

there were limited funds to restyle the 56's. Exner used the money to face lift or rather tail lift adding rear fins to the entire Chrysler line. Chrysler cars were beginning to look very trendy. 1956 was a down year for the auto industry, but on a percentage basis, Chrysler increased market share to 16 percent.

When Exner was handed the assignment of designing the 1955's, it was too late to do a complete redesign. Now the 1957 line would be a clean slate for Exner. He had a free hand to design cars his way. The 1957 Chrysler line would look like nothing public had ever seen. The cars were lower, by as much as 5 inches from the 56's. The front hoods were low and flat, the rooflines looked to be all glass, the supporting pillars made thin as possible. All Chryslers had large wheel cut outs. The side bodies had very little chrome. But what caught everyone's eye were the huge tail fins. When management saw the designs they knew the cars would be winners. It was hoped the cars would take Chrysler to 20 percent of the car market. Development was hurried and prototypes were hidden lest someone, (GM), would see them and beat them to the market.

Late in the summer of 1956, GM design director Bill Mitchell had lunch and was driving back to his studio, passing behind the Chrysler Mound Road plant. He caught a glimpse of some pre-production Chrysler models in a fenced area. When he got to back to the studio, he rounded up some stylists and drove right back so they could all view the cars. They were stunned. Immediately GM did a crash restyle program that resulted in an entire new styling direction in 1959. The upcoming new 1958 Chevrolet and Pontiac were too late to change. Their bodies were only used for one year. That is why they are referred to as "orphan cars" today.

1957Plymouth Fury," the Forward Look"



The 1957 Chrysler line debuted in the fall of 1956 to great critical acclaim. The cars were a great success, moving Chrysler's market share to 19.5 percent of the car market. In 1954 Chrysler cars were dowdy. In 1957 they were beautiful and lead the industry in innovation and style. Keller's successor, new Chrysler President Tex Colbert, boldly predicted that Chrysler would take 25 percent of the car market in 1958. Unfortunately, 1957 would be a high water mark for Chrysler. Chrysler never again achieved the market share of 1957. The reasons for that is another story.

KEEPING ANTIQUE CARS GREEN

By Debbie Meadows

When Dana first told me that he was a "car guy" I had no idea what the full meaning of that term was! After a while he showed me his car collection and I thought about how much fun it would be to drive down back roads enjoying the beautiful views in an antique car. It would almost be like traveling back in time. It was only until later in our relationship that I discovered what a "time machine" antique cars really are!

Ok, so if you are a car guy or gal, or are married to one, you know that when I say "time machine", I'm not talking about the Jules Vernes type of time machine. I'm talking about the amount of time a true "car person" puts into these rolling works of art.

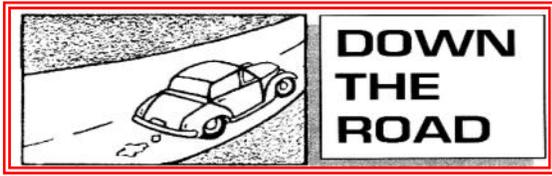
Throughout my life I took good care of my car by washing it and taking it for routine maintenance. I never thought about what the mechanics did with old car batteries, transmissions, alternators and starters. I thought they just threw them in the garbage can or recycling bin (silly me). It never occurred to me that there were hazardous materials (gas, anti-freeze, acid, oil, hydraulic fluid and led etc.) in these old car parts.

When Dana works on our cars he is always so careful with the various fluids that he drains from the cars. He collects them and then takes them to Advanced Auto. They take these toxic wastes and dispose of them according to Federal EPA standards which they strictly adhere to or be heavily fined.

Dana also does the same with old car batteries which contain lead, acid and plastic and are dangerous to both us and our environment if disposed of incorrectly. I asked one of the people that work at Advanced Auto Parts Store if these materials eventually end up in landfill and she said absolutely no. According to Battery Council International a typical battery contains anywhere from 60 to 80 percent recycled plastic and lead, reducing the overall consumption of raw materials that would be required otherwise. Even the battery acid can be reused. A neutralizing agent is added to the acid, breaking it down into water and a salt compound. The water is then tested for cleanliness and released into the public sewer system.

I know some people don't have an Advanced Auto (or other auto parts store that sells batteries) near them nor the city dump (757-424-4297, www.spsa.com), which takes hazardous waste, including car batteries and used oil, and recycles them. They may go to the web site Earth911.com and use their recycling locator to find a retailer near them that accepts old car batteries and hazardous waste. Another option is to participate in the AAA Great Battery Round Up which is usually held in correspondence with Earth Day; just call your local AAA office.

I'm glad I married this "car guy" of mine. I am especially proud of the fact that he takes extra time to dispose of hazardous waste in a responsible way that won't have an adverse affect on our environment, the legacy that we will leave for our children and generations to come. It is up to us "car guys" to be exemplary in all facets of this wonderful antique car hobby.



LOCAL

- Sept.19.Wheels and Keels Show, Town Point Park, Norfolk , VA
- Sept.25.....TRAACA Friday Night Social
- Sept .26.....TRAACA Annual Meet – Virginia Beach Airport
- Oct.15..... TRAACA Dinner Meeting, Aberdeen Barn, Virginia Beach, VA.
- Oct. 17-18.....TRAACA Fall Tour to Ocean City, MD
- Nov.14.....TRAACA Chili Cookoff
- Nov.19..... .TRAACA Dinner Meeting, Aberdeen Barn, (Silent Auction) Virginia Beach, VA.
- Dec.5.....TRAACA Christmas Event

REGIONAL

- Sept.5...HVPR's Annual Fall Roundup, Newport News City Park
- Sept.19.....Bull Run Region's 34th Edgar Rohr Memorial Meet, Manassas Museum, Manassas, VA

NATIONAL

- Oct.7-10.....Hershey
- Oct.26-30.....Fuquay-Varina, NC – AACA Vintage Tour, Brass-Nickel Touring Region AACA



Activity Information For September

September 5-HVPR's 36th Annual Fall RoundUp Newport News Park-10:00 AM - 3:00 PM . Spectators free. Located off I-64 exit #250 at Jefferson Ave. and Ft. Eustis Blvd. Enter Park from Ft. Eustis Blvd. (Rt. 105). A fun show for all types of vehicles 1988 and older. Check our website for additional details: www.aaca.org/hvpr
 Contact Bill James, Meet Chairman, Phone 757-369-1205
 Email onbjames@yahoo.com for further details.

September 19th 34th Annual Edgar Rohr Memorial Car Meet. Manassas Museum, 9101 Prince William St., Manassas, VA. Vehicles through 1984, street rods, "HPOF" vehicles through 1974 (free registration for all pre-certified HPOF's this year). Swap meet and car corral. Rain or Shine. In historic Old Town Manassas, with nearby shops, farmers market, 6th Annual Old World Festival, and Sidewalk Sale. Registration: \$10 before 9-14-09, \$15 thereafter. Info: Richard Porter, (703) 590-4512, richardporter1@verizon.net. Website: www.aaca.org/bullrun



WHEELS AND KEELS



1st Annual Norfolk AACA & Tidewater ACBS Joint Auto/Boat Show Saturday, September 19, 2009.

The City of Norfolk is committed to building momentum for this event. Wet slips will be provided on site! They are sponsoring food and drinks throughout the day and evening Sat. Come meet your "antique car brethren".

There is a lot of crossover in the two groups and this is a show with a great future on the downtown waterfront. There is no fee for registration. Just call Tony Scarpelli at 810-1600 or email at scarpp02@aol.com. We anticipate large crowds; and, that means opportunities to talk to interested people.

FRIDAY NIGHT SOCIAL

(Jimmy Buffet Theme)



By Dot Parrish

Folks, we know it's 5:00 somewhere, so dig out all your Jimmy Buffet shirts, your flowered shirts, hats, flip flops and parrotheads, and come on out by 6:30 PM for a great Friday Night Social. There will be a \$10.00 charge and the rest will be subsidized by the club. We are really going to have a good time. Most of the food will be catered by Pollards. This is our kick-off for our great show the next day.

It will be held on Friday, September 25th, at the Oaklette Methodist Church at the corner of Indian River Road and Oaklette Drive. The address of the church is 520 Oaklette Dr. It will be from 6:30 PM to 9PM. Directions to the church are: If you are coming South on Military Hwy., you will turn right on Indian River Road and go down about 1 ¼ miles and the church will be on your left. If you are coming North on Military Hwy., turn left on Indian River Road and go down about 1 ¼ miles and it will be on your left. You may also come down Interstate 64 and take the Indian River Rd. exit, cross over Military Highway and go down about 1 ¼ miles and the church will be on your left. When your call people call you, be sure to say you'll be there. We might also have some entertainment.



TRAACA WINGS & WHEELS CAR SHOW, SEPT 26



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 janddpen@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.

Instead of having a 50-50 raffle at the September Car Show this year, we will be selling tickets, but giving away lots of prizes. Thanks to Tony Scarpelli, we already have commitments for the following prizes: set of car ramps and first aid kit from Pep Boys; three car wash kits from Carquest; wine cooler from Suntrust Bank; dinner for two for Lucky Oyster Restaurant; oil change and tire rotation from both Goodyear and Merchants and perhaps Firestone; and fairly good commitments for something from Advance Auto, NAPA and Royal Silver.

We are still looking for more prizes. If you or the place you work would like to donate a prize, please contact Tony Scarpelli. In addition, ask your favorite restaurant or other places where you do business to see if they would donate something.

And don't forget, we have lots of vacancies for volunteers at the Car Show. The goal is 100% participation. We even have sit-down jobs. So please volunteer. You'll have a lot of fun.

TRAACA 2009 Fall Tour "Get Lost with Bill & Ken" A Message to All Members

Reserve October 17 and 18 for this years Fall Tour. We are planning a trip up the Eastern Shore to Ocean City Maryland. We have arranged a number of fun things to see and do along the way. We will use mostly back roads so there is no excuse to not bring out the older cars!

We will spend Saturday night in Ocean City at the Comfort Suites phone (410) 213-7171. Call and reserve your room as soon as possible. The rooms are reserved under "Tidewater Antique Auto Club" rate is \$75.99 plus tax. Registration form at the end of this Mud Flap.

The tour is available to All members and Modern Iron is certainly acceptable if your Antique is Ailing. We look forward to a fun filled weekend with good friends, great views, and a few adventures

HERSHEY

Vendor set up starts Oct. 6th.
Show day is Saturday, Oct. 10th.
NUFF SAID

HERSHEY SANDWICHES

For \$10, given on show day at Hershey, one will be able to get a sandwich, chips, soda/water and a cookie from the Woolfitt's Packard at Class 19C. Please RSVP to Bob or Shirley at 757-627-6356 or e-mail woolfitt@cox.net, by Friday October 2 to reserve a meal.

An Old Fashioned Economy Run

On Oct 24 the Richmond Triumph Register will sponsor our first MPG on Route 33 economy run. The run will cover 168 miles of mixed roadways extending to the Blue Ridge and back.

Contact Info: Pete Philips: 804-354-0721

email: pkphilips@comcast.net

VETERANS DAY PARADE



By Jere Avenson, Parade Chairman

Summer has slipped by and Fall is approaching. Veterans Day on Wednesday 11 November 2009 will be our next parade opportunity. The Veterans Day Parade Chair has asked me if TRAACA would provide some convertibles to carry dignitaries for the parade. I'd like to be able to give her a number by the end of this month for her to plan around. I'd appreciate if members will let me know on two counts:

1. If you're willing to provide your convertible for dignitaries
2. If you plan to drive your old car in the Veterans Day Parade.

We gather on Atlantic Avenue, starting at 9:00 AM and ends at the Tidewater Veterans Memorial across from the Conference Center. There will be an Air Force fly-over at about 11:00 AM and a Memorial Service followed by lunch at the Double Tree Hotel. I'm assuming it's a no host lunch

Your cooperation is appreciated. This is another opportunity to advertise our club.

TOUR TO AACA Diamond Jubilee in Louisville, KY June 30 to July 3 2010



By Ken Talley

Headquarters Hotel Reservation Information

We are planning a 2 ½ to 3 day tour to cover the 650 miles to Louisville.

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.

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24-hour security.

Things are starting to roll on our tour. If you have not made your reservations, better get on the band wagon.



Celebrity Spotlight

Winner	Vehicle	Class	Award
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Macungie Car Show 8/1/09 Macungie, PA.

Sylvia & Bob Roughton	1908/9 20HP / 2cyl Oakland	Participant	
Sylvia & Bob Roughton	1909 40HP / 4 cyl Oakland	Oakland Club Peoples Choice	

Plus the 1909 Oakland was the car featured on the poster, t-shirts, and dash plaque for the show.

Khedive Shriner's Show Aug. 15th Chesapeake, VA.

Mickey McChesney	1968 Oldsmobile	2nd Place
Bob Parrish	1972 Chevrolet Cheyenne Pick-Up	2nd Place
Sam Kern	1925 Franklin	Best In Show (Potentate's Choice)



FOR SALE

1950 Plymouth 2 door club coupe restored. Asking price \$14,000. For more information call Joe Wills 853-6244

1971 Lincoln Continental Mark III. 62xxx miles. Outstanding show and tour car that has been recently detailed and freshened up. Replaced water pump, fuel pump, carburetor, etc. Asking \$22,500 or possible trades. Call Gordon Garnett (757) 838-1716.

2007 Bri-Mar 20 foot open trailer. 4 wheel brakes, powder coated, front shield, with all accessories. 4 new D-rated radial tires. In excess of \$4,000 value. Asking \$3,200 or reasonable offer. Call Gordon Garnett (757)838-1716.

GARAGE NEEDED

TRAACA Member Bill Williams is looking to rent an enclosed, secure at least 20 foot long garage for either his 1979 Lincoln Mark V or his 1976 Fleetwood Brougham Cadillac. Prefer Norfolk area. If you have space available for us, please email Bill at lenity@att.net or call his home at 757-625-1730. THANK YOU!



The Humor Section

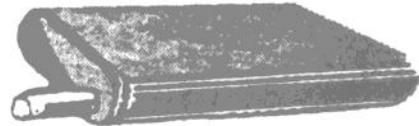


RACE CAR PALINDROME

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Marty Weber

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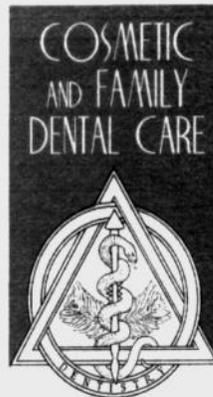
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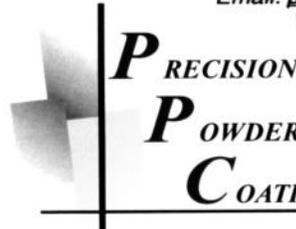
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