

TIDEWATER Antique Automobile Club of America REGION



VOLUME 55 NO. 10 NOV. / DEC. 2011

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



Fran and Helen Manno's 1947 Nuffield Oxford Taxi



de Havilland
Dragon Rapide
in royal colors
from the 1930's

Happy Holidays from TRAACA



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President Bob's Nov/Dec Message

The Wienie Roast at the Bond's brought to a close one of the most event-saturated Falls I've ever experienced with TRAACA. There has not been a single weekend that did not have

some form of hobby-related activity since Hurricane Irene paid us an unwelcome visit back in August. We had a major meet and small vehicle displays, Hershey, a Manifold Picnic, parades, a number of local non-AACA shows, a tremendous Fall Tour, and invitations to events at nearby AACA regions.

Sam Kern and his amazing staff of volunteers delivered a fantastic Annual Meet despite having to shift the event more than a month, and the Fall Tour put together by Jeff and Pat Locke was everything a tour should be - relaxed, entertaining, and informative. Some of the events, such as the Manifold Picnic and a vehicle display at the Bay Lake Retirement Community, were suggestions from the Membership Survey. Look for more of your activity ideas to be implemented in the future.

As the first year of my presidency draws to a close, I want to express my sincere appreciation and deepest gratitude to the dedicated members of the Board and all of you within the club who have provided advice, support, and plain old-fashioned elbow grease to help keep the Tidewater Region one of the most active and vital organizations in all of AACA. Here's to an even better 2012!

Bob Stein in his MG TC with Layla, the Great Dane therapy dog owned by James and Dawn Tait. Dawn is behind the car.



Announcements

TRAACA Dues are Due!

To be included in the 2012 Roster, you must have your dues and form in by the first of the year. The dues notice was included in the October Mud Flap and is available online.

2011 Awards Nominations

Hard to believe, but the 2012 TRAACA Awards and Installation Banquet is just around the corner, and we need your input for a couple of the awards.

The TRAACA Spark Plug Award is presented annually to the TRAACA member (not a board member) who has contributed the most to our organization throughout the year.

The TRAACA Restoration Trophy is presented annually to the TRAACA member who has completed the restoration of an antique vehicle in that calendar year and performed a large portion of the work, and has shown the finished vehicle in at least one event.

Please send your nominations for this honor to Bob Stein (postl@aol.com/757-588-6200).

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Bringing a Beauty Back to Life

Restoration of a 1947

Nuffield Oxford London Taxi

By Fran Manno

I must admit that I had never really given any thought at all to British taxis. I did 20 years active duty in the USN but never visited England. My wife Helen had traveled extensively to England during her Navy career and had memories of standing in a queue to take a taxi to Picadilly Circus.

I loved British cars though, and purchased my first MGB in 1969 at the age of 18. I've owned MGs and primarily Triumphs, having bought my 72 TR6 in 1976. I was (and still am) a member of the Tidewater Triumph Register which really is an all British car club.

A fellow club member, Ivan Joslin, decided to move from Virginia to Florida, and sent an email in June 2005 to fellow club members giving us first choice on the 13 cars that he was selling. The Oxford was one of them. I had been in Ivan's garage once while the Triumph club was doing a tech session on one of Ivan's TR3s. The taxi was literally buried in a corner of Ivan's garage. I had given it a cursory look but really couldn't see much.

I normally don't check emails at home that often since I'm on the computer all day at work. That particular Friday I saw Ivan's email. I called down to my wife Helen and yelled "Ivan is selling his taxi, what should I do". She didn't even know that Ivan had a London taxi, let alone what condition it was in or what the price was. She yelled back upstairs to me "Buy it". Is that a great wife or what? I immediately called Ivan and got "dibs" on the taxi beating a fellow club member's call by 30 minutes.

I rounded up the usual suspects of the Triumph club to help me pick up the new acquisition at Ivan's a few weeks later in July 2005. Ivan had cleared a path through his garage, no mean feat, and we rolled her into the daylight. This was my first real look at her. We pushed her into the trailer for the 10 mile ride home. Included were fenders, bumpers and boxes of miscellaneous spare parts. Helen had gone with us not knowing what to expect. I'm sure that her first sight of the taxi was underwhelming.



Photo from Fran Manno

Loading our new acquisition into the trailer

I am not very mechanically inclined although I have managed to learn a little over the past years. Despite that, I wanted to get some sweat equity into the vehicle. This primarily consisted of rolling the cab into the driveway and grinding and sanding parts of the body. I realized after numerous weekends of this that I was barely scratching the surface and that the real body work would eventually be best done by the professionals.

I was able to replace rotted wood around the sills by installing new 1x lumber. I sanded the tool box and primed it as well. I had new metal supports for the running boards made from angle iron by using the old ones as templates. Most of the exposed wood of the vehicle was in pretty sorry shape.

I was able to replace rotted wood around the sills by installing new 1x lumber. I sanded the tool box and primed it as well. I had new metal supports for the running boards made from angle iron by using the old ones as templates. Most of the exposed wood of the vehicle was in pretty sorry shape. I also worked on the fenders. I cleaned them up and painted the undersides with POR-15. I had fiberglass patches inserted in any holes. I merrily continued on my little endeavors without really making any substantial progress on the state of the vehicle, but I did achieve one very important result. I got to know the car inside and out. I was becoming very familiar with the old taxi even though I was not improving the material condition all that much. I knew the day was coming soon that she would need to go in for body work if I wanted to make any real visible progress.

During this time I went through the treasure trove of material that Ivan had passed along with the vehicle. I believe that the taxi came over to the USA sometime in the early 80s. It had last been registered and last on the road in Baltimore MD in 1987. It was owned by a gentleman who had tried to get a taxi license for her but was unsuccessful due to lacking basic safety equipment.



*Luggage and passenger compartments
Photo from Fran Manno*

Ivan had purchased a Packard from a gentleman in Tidewater. His widow called Ivan years later after he had passed away to tell Ivan there was another car in the barn and asked him if he would like to look at it. It, of course, was the taxi and Ivan purchased it. Ivan took the car as a personal challenge and enlisted the help of his friends in TRAACA to help him replace the Wolseley engine for which parts were unobtainable with a 1967 MGB engine and transmission for which parts were readily available.

A tremendous amount of shade tree engineering went into making this swap work not the least of which was fabricating new motor mounts to hold the engine in place. This was the condition in which I purchased it - a workable engine which just needed some finishing touches and a body that needed a tremendous amount of TLC.

The first major order of business was to get serious about body work. I located a local rod shop that had a good reputation and made arrangements to get it towed in there in 2006 for an estimate. We arrived one day while the crew was having lunch in the office. After completing lunch, they wandered out into the yard to see what had come in - they didn't quite know what to make of it.

A "rough" estimate was prepared for stripping the vehicle and starting body work in 2006. She went into the shop - for the first of several times. The scope of work increased once they began to tear into the vehicle. She remained in the body shop until I sensed that it was time to give the budget a breather. She subsequently went back into the body shop 2 or 3 more times - I'd have to check my records to be sure.



The rear of the taxi reveals more storage tucked behind the passengers seat.

Taxi fares are clearly posted near the luggage compartment. The fares are determined by the Metropolitan Police. The additional fare for each item is posted included animals.



I recall reading in one of the issues of the London Vintage Taxi Association (LVTA) newsletter published in London that a fellow taxi owner cautioned against putting too much money into a restoration because there was no serious market for the vehicles.

I have learned over the period of this restoration that there is nothing more naïve than an American adult male starting his first vintage car restoration. My initial estimate of the restoration was \$10K. One of my more experienced Triumph club members thought it would be closer to \$15K. I exceeded those amounts on my first of several body shop trips. I was not to be deterred. I had a clear vision of what a beauty she would be - if only I saw it through to the end.

2007 through 2009 saw more trips back into the body shop for continued work until the point was reached that she was fully primed and ready for paint. The hard part was past. A short drive around the parking lot revealed that the body was so flexible from the original wooden frame that the sheet metal had flexed enough to create a few barely visible spider web cracks in the body panels. Structural work was clearly needed.

The obvious solution was new wood framing inside but I was afraid of the consequences to the budget. I work in the construction department of Dollar Tree. I contacted a local structural engineer who consults for us. He had a simple but elegant solution. He sketched plans to brace all the interior framing with Simpson Strong Tie hangers and braces which are commonly used in the US in log and post and beam homes to provide additional rigidity to wood structural members. I took his plan, implemented it and then went back and exceeded it. By the time I was done the cab was probably more rigid than the day she left the factory.

Interspersed with trips to the body shop were trips to the mechanics. The MGB engine was made to run smoothly. Everything mechanical was looked at, tweaked, repaired or blessed with holy water. Solutions were found for every challenge.

This work included such things as sending the existing dampers to Madison WI for rebuild. Taxi parts were acquired from Kip Motors in Texas as needed. Sheet metal was fabricated locally. Fellow TTR members cut a new dash from Honduran mahogany. Triumph Club members also rewired the car with a TR7 wiring harness from a club orphan. A new fuse box and coil was installed. An all new stainless steel exhaust system was installed. Carbs were cleaned, adjusted and then repaired. Some funky exhaust hoses were replaced with more direct flowing hoses. Cooling improved considerably.

After basic mechanical work was complete she was ready for paint. I had always leaned toward a 2 tone paint job in order to showcase what I felt were beautiful lines. I felt that the vehicle's styling was superb and that black paint would hide the lines. I was in no way wedded to the traditional black - especially after seeing so many colorful cabs in the LVTA magazine. I quickly settled on burgundy and cream and allowed my wonderful body man and painter Bobby Darden to steer me to the separation points of the colors. My wife Helen agreed with Bobby's suggestions and we were off.

Bobby had the vehicle about 6 weeks and did a superb job as the pictures attest. After paint, it was back into Abacus Racing for what I called final mechanical - fix all the little things that I had identified that would be needed to make her road worthy. This

included an oil leak repair, new water pump and belt, fabrication by the machinists at Abacus of a new differential oil seal, wiring up all the interior and exterior lighting. The existing springs were shimmed to level the vehicle. The engine compartment was cleaned and the head painted to match the exterior color. The engine compartment looked as good as the paint.

Now it was time to come home again for a very short budget breather. Five years were now behind us - the end was in sight. All that was needed was upholstery. She entered International Upholstery in Greenbrier in April. I had worked with Amanda and her family before on the TR 6 and Spitfire. Amanda and her son Robert had her for 2 weeks before a quote was ready. Her vision for the interior matched mine. The seats would be cream and the carpet burgundy. She had suggestions for interior enhancements that made me smile - I wanted the interior to have the same "Wow" factor as the exterior. Helen and I approved Amanda's plan and we were off.

Amanda wanted the vehicle for 10 weeks. I readily approved because I knew the quality of work that would be done. It ended up being closer to 12 weeks but it was worth it. The interior was fit for royalty. Helen was thrilled and I was happy. We were complete.

I have been driving her around the neighborhood since the completion of the restoration while we identify and repair the usual kinks that occur after not being on the road in 24 years. She is quickly become a neighborhood favorite and everyone we pass stops to stare and wave. She puts a smile on everyone's face.

She debuted in August at the Chesapeake Shriner's show and was awarded Potentates Choice on her first outing. Helen and I are looking forward to seeing everyone at the TRAACA show on Oct 15th and then the following week we'll take her to Newark DE to participate in my niece's wedding.

From Under My Hat

Me in Manno's London Taxi.



You never know what fun awaits at the TRAACA annual

meet. This year there were lots of fun moments. Having the show at the Virginia Beach Air Museum adds a lot of excitement and glamour. The wind kept the planes on the ground for most of the meet this year but the excitement was still there. You never know what type of vehicles will show up. There were several that intrigued me. The Olsen's Graham with the matching trailer spoke of a wonderful cross country trip in a earlier era. The Cho's bug eyed Sprite looked like an exciting way to try the Dragon's Run. I managed to stop by the Manno's London Taxi while Fran was there. He let me sit in the passenger compartment and borrowed my camera to get a picture. Of course I know how to do the royal wave. There were moments of inspiration too. Jeanie Downing's singing of the National Anthem was one of those. As for having the eats catered, I think we can all be grateful for that. Just think of it as our effort to stimulate the economy by employing local businesses.

I guess we will have to thank Hurricane Irene for delaying our meet until a cooler part of the year. Hopefully the same time can be arranged for next year.

Our exceptionally full fall schedule is finally drawing to a close. Just the Silent Auction and the Holiday party to go before we see the end of another TRAACA banner year. Hope that you are looking forward to getting out on the road with TRAACA in 2012.

Sam Kern presents me with a 1st place trophy for my 1965 Rambler convertible that I am very happy to receive now that it has a spiffy new interior by Paul Cho.

Photo by Bob Stein

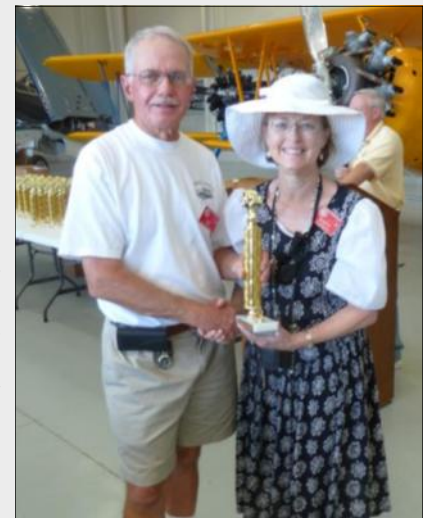


Photo from Fran Manno



September 13, 2011 – TRAACA Board Meeting

By Scott Davies, TRAACA Secretary

The board meeting was called to order at 6:32 pm at Cypress Point Country Club. Members present were Bob Stein, President; Wes Neal, Vice-President; Jim Villers, Treasurer; Scott Davies, Secretary; Linda Pellerin, Past President; Board members Tony Scarpelli, Bob Roughton, Barbara Talley and Toni McChesney. Also present were Bob & Dot Parrish, Ken Talley, Sam Kern, and Dick Chipchak.

Jim Villers gave the Treasurer's report and it was submitted for audit. The August minutes were approved as read. Toni McChesney gave the "Sunshine" report. The board was advised of new members James and Dawn Tait but they were not present.

COMMITTEE REPORTS

- Activities:
 - September 18, Classics on the Green, New Kent.
 - September 23, Virginia Beach Firefighter's Parade.
 - September 25 Bay Lake Retirement Home vehicle display.
 - October 1, Neptune Festival Parade.
 - October 1, CBN 50th Anniversary vehicle display.
 - October 2, Corolla NC Heritage Day vehicle display.
 - October 7-9, Aviation Museum WWI Days.
 - October 7-9, HERSHEY
 - October 14, Friday Night Social
 - October 15, TRAACA Wings & Wheels Annual Meet
 - December 3, TRAACA Holiday Party

UNFINISHED BUSINESS

- Sam Kern gave an update on the postponed Annual Meet. Most of the plans remain with only minor adjustments to accommodate the new date.
 - A motion was made to reimburse Sam Kern for the purchase of a tent to be used for vehicle registration at the meet (Ken Talley's motorhome had been used in the past). Motion seconded and carried.
- A sample Sponsor Trophy was displayed to the Board.

NEW BUSINESS

- The AACA National Activities Committee is soliciting input from the Regions on "Ways to reduce costs at National Meets. Submit ideas to Bob Stein.
 - The date for the 2012 Annual Meet will be in October.
 - Looking for volunteers for the 2012 Activities Committee.
 - Board will review club expenses following the Annual Meet. The TRAACA Board of Directors nominating committee will be established.
- There being no further business, the meeting was adjourned at 7:10 pm.

October 11, 2011 – TRAACA Board Meeting

By Scott Davies, TRAACA Secretary

The board meeting was called to order at 6:32 pm at Priority Chevrolet. Members present were Bob Stein, President; Wes Neal, Vice-President; Jim Villers, Treasurer; Scott Davies, Secretary. Board members Tony Scarpelli, Barbara Talley and Toni McChesney. Also present were Bob & Dot Parrish, Ken Talley, Sam Kern, Frank Lagana and Bill Wilcox.

Jim Villers gave the Treasurer's report and it was submitted for audit. Jim also gave a review of the club finances year-to-date. The September minutes were approved as read. Toni McChesney gave the "Sunshine" report. There were no new members reported.

COMMITTEE REPORTS

Activities:

- October 14, Friday Night Social
- October 15, TRAACA Wings & Wheels Annual Meet
- October 29-30, Fall Tour
- December 3, TRAACA Holiday Party – Cypress Point Country Club

UNFINISHED BUSINESS

- Sam Kern gave an Annual Meet update. Ready to go!
 - A motion was made to provide a \$10 subsidy to reduce the cost of the Holiday party. Motion seconded and carried.
- Activities Committee has had several new volunteers. Committee membership for 2012 will be finalized and announced in the future.

NEW BUSINESS

- The TRAACA Board of Directors nominating committee has completed the slate for 2012.
- Resignation of Parade chair Jere Avenson was received, James Tait has volunteered to fill the vacancy.
- A new position of Membership Chair has been suggested as a member of the Board of Directors. Further review and discussion of the merits of the position will be held. A formal proposal would need to be submitted to create a new position on the Board.
- It has been suggested that the location and contact number for access to the Club Trailer be listed in the Mud Flap. Insurance for the Club trailer was discussed. Bill Wilcox has previously researched this subject and determined that it was not in the best interest of the Club to pursue. There being no further business, the meeting was adjourned at 7:38 pm.





--- NEPTUNE PARADE ---

By Jere Avenson, Parade Chairman

The TRAACA turnout on Oct. 1st for the 38th Annual Neptune Festival Grand Parade was small but impressive. Jere Avenson, Parade Chairman, drove his bikini blue 1954 Packard Patrician. Viator and Janet Trudeau drove their 1968 Cadillac Eldorado and two of our newest members, James and Dawn Tait came in their 1981 DeLorean. They gathered at Beach Pub for breakfast before the parade and then drove to the assigned staging area.



Jere Avenson with his Packard

James and Dawn Tait in their DeLorean



Viator and Janet Trudeau with their 1968 Cadillac

The Cape Henry Model A Club was right across the street from our group and of course several members are also members of Tidewater. Becky and James Woodall, David Curl, and Bob Ward came in their Model A's.

It was a perfect day for a parade. The weather stayed in the low 60s with plenty of sunshine. The crowd was gathering by 10 AM to be ready for the 11 step off of the parade.

CBN 50th Anniversary Festival

By Bob Stein

On October 1st, the Tidewater Region provided an excellent turnout for CBN's 50th Anniversary Celebration, with a range of cars covering the 1920s to the 1970s. The first day of October proved to be a marked change in weather with temperatures dropping almost 20 degrees for the first cool days of autumn. Prez Bob raised a few eyebrows when he rolled in on a flat right front tire, and then turned out not to have the tools needed to change it! Dewey Milligan came to the rescue, providing both the rubber mallet and air compressor needed to get the trusty TC roadworthy again. The group gathered chairs to socialize, with some either walking or taking trams over to the main area of the celebration.

Right:
Frank Lagana and Shiela and George Gurnee relaxing by the cars.
Below:
More TRAACA cars on the CBN campus



Although it was cloudy at times, the weather stayed nice for the duration of the car display, but we should have hung around, because it poured rain for the main event a few hours later! Participants included Sam Kern in his 1925 Franklin, Ken Talley in his 1929 Buick, Dick Pensyl in his 1929 Chevrolet, Larry Cutright in his 1933 Ford 3-iwindow coupe, Bob Stein in his 1949 MG TC, Don and Julie Hobbs in their 1950 Ford club coupe, Dewey and Maxine (briefly) Milligan in their 1953 Ford, Frank Lagana in his 1954 Chevrolet, Bob Roughton in his 1956 Pontiac convertible, Wes Neal in his 1962 Jeep station wagon, Mickey and Toni McChesney in their 1965 Chevrolet SS convertible, Joe Geib in his 1966 Avanti II, and George and Sheila Gurnee in their 1971 Oldsmobile Cutlass convertible.



TRAACA Friday Night Social

October 14, 2011 – IT WAS A BOW TIE PARTY!!

BY Bob Stein

Since this year is the 100th Anniversary of Chevrolet (the Bow-Tie car), Tidewater Region decided to celebrate with a Bow Tie Party for our annual Friday Night Social. There was, of course, a Bow Tie Party, a dart throwing competition with a Ford emblem as the target, entertainment imported all the way from Florida, and a grand musical revue. We started with a terrific Italian dinner catered by Regi-nello's. Of course, whenever you have a big event, you can count on a couple of clowns to try crashing the gate. However, in this instance the clowns were official - members John and Vicky Peters came all the way from The Villages in Florida to provide us with a couple of comedy sketches.

Vicky and John Peters, the comedy act for the evening.



Linda Pellerin leads the "Not Ready for Prime Time" singers.

Friday Night Social Notes

By Dot Parrish

A big thank you to all the folks that came out and helped set up for the Friday Night Social. A few more hands mean things go together so much faster. I know people are going in every direction the day before our show, but if everyone pitches in, it helps. Thanks to Mickey and Toni McChesney, Bob Parrish, Dick Chipchak, Dan Ciccone and Richard Hall. It takes a while to get all the tables and chairs out and set up and thanks to many of the members that help take them down and put back at the end of the night. Thanks to Bob Stein for picking up and delivering (all in one piece) the beautiful Chevrolet cakes.

What talent we have in the Region also, Linda Pellerin and Leslie McGinn coordinated the fine "Singing Stars" group to sing "See the USA in your Chevrolet" how appropriate for the 100th Anniversary of Chevrolet.

Tidewater Region, you're the greatest!!!!

TRAACA Annual Meet (Virginia Beach Military Aviation Museum Airport)

October 14th & 15th

By Sam Kern, Meet Chairman

The long-sought-after perfect meet day finally came for our 38th Annual Meet where the Military Aviation Museum in Pungo with its fabulously-restored aircraft once again provided an ideal background for 167 AACA and 77 Modified cars. A huge crowd was on hand, finding its way through the hangers, the museum and a 4-acre show field filled with a wide array of beautiful cars. A gorgeous, sunny and cool fall day brought many spectators to the MAM to enjoy the cars and planes. Most notably many non-TRAACA members brought their AACA cars.

This year our meet theme was "Chevrolet-100Years". Louis Chevrolet and Billy Durant built the first Chevrolet in Flint, Michigan on November 8, 1911, creating a line of automobiles that was to become one of the most popular of all time. For this celebration "Bow Tie Bob" Parrish arranged 10 Chevys-one for every decade-around the museum's flag pole.



And at 1:30 p.m. he gave a one-hour seminar on the history of Chevrolet in the museum's theatre. The same theme also applied for the Friday Night Social-a bow tie party-where Al and Georeann McVicker won the "best bow tie contest." Getting into the spirit of it all wasn't hard, because who hasn't owned a Chevy? There were 9 Chevy cars plus 1 partially-restored 1947 Chevy fire truck Jim and Jim Jr. Villers brought all of the way from its owner, the Windsor, VA Volunteer Fire Department. The cars included the 1916 Series 490 (initial cost: \$490.00!) of Steve Peters of Yorktown, Dick Pensyl's 1929 touring car, Bob Parrish's 1931 coupe (Colonial Chevrolet of Norfolk originally sold it new in 1931), Jimmy Taylor's (Virginia Chevy Lovers) 1955 Corvette, Ron Walker of Rockville, NC's 1957 coupe (one of the best-looking and most popular of all Chevy models), Mickey McChesney's 1965 "396" convertible, Scott Davies's 1972 Corvette (the last Corvette with chrome bumpers), Billy Eager of Chesapeake's 1979 Chevette, Ed Monroe's 1987 Monte Carlo, Zenny Balderston (Tidewater Impala Club) 1996 Impala SS and a brand-new Camaro provided by RK Chevrolet of Virginia Beach. The display drew many enthusiastic spectators throughout the day. Meet Chairman Sam Kern extends thanks to our members and those non-members, especially those who came long distances, who participated in the display.

This year Jim Villers significantly revamped the site layout, putting the AACA and Rods and Mods show fields on the large grassy field to the north and across the entrance from the hangars, the flea market on the grass to the east of the square paved parking lot and the 2 new food concessions between the east Navy Hangar wall and the square paved parking lot. Linda Pellerin and her team kept the in-bound registration traffic moving smoothly around the west-side of the hangars onto the apron where Bob Pellerin photographed them in front of the P-40 Flying Tiger, through the registration tents and into the hands of David Pace's parking team.

Neil Sugermeyer and his team set up the class judging markers Friday. Outside of the museum property Joe and Jack Burroughs and Al and Laurie Swenson got up at the wee hours Saturday to set out signs at strategic intersections to help insure the show cars and spectators found their way to the meet. On show day Officer Martin "Duf" Duffy of the Virginia Beach Police Department kept the Princess Anne Road entrance safe and in good order. The foot bridge Kit Lawrence constructed over the main road ditch especially for the meet was an improvement and proved to be a great success. The club left it in place, giving it to the museum.

Members of the registration parking team helped set the stage by donning period apparel. They were Linda and Bob Pellerin, Ken and Barbara Talley, Tony Scarpelli, Claire Catanesse and Bill Wilcox. Bob and Sylvia Roughton added to the ambiance by appearing with their 1909 IHC High wheel 2 Cylinder Auto Wagon, looking like they came straight from their farm!

*What a contrast!
Bob and Sylvia Roughton's 1909 IHC against a World War II aircraft.*



Below: Dana Meadow's '37 Chrysler and Kit Lawrence's '37 Dodge Wagon in a row of '30s cars



Corvettes were well represented.



The Flea Market and Car Corral fell under the outstanding direction of Reed Matson and consisted of over 15 vendors and about 10 cars for sale.

Dawn Tait with therapy dog Layla. The T-shirt on Leila says "Touch me, not the car." Fingerprints show up on their DeLorean worse than on paint.



*Below:
Bob Woolfitt and Ted Knight checking out a 1974 1/2 MGBGT owned by Bob Lankford*



Zook's BBQ and Granby Street Bistro and Deli offered a wide variety of menu items. This was the first year we used food concessions rather than doing it ourselves. The public seemed to enjoy it. Tom Norris was on hand again this year to announce and play music. The Creeds Ruritan Cub Scout Pack 541 sold pop corn and bottled water on the show field. At 1130 the Cubs rendered colors with Jeannie Downing singing our National Anthem.

At about 1530 a large crowd of participants assembled in the Navy Hangar for the Awards Ceremony. First, Meet Chairman Sam Kern thanked Mr. Jerry Yagen, the MAM Staff and its Volunteers for its outstanding support of the TRAACA 38th Annual Meet. Then, after making a few remarks, Chief Judge Terry Bond distributed more than 200 trophies and other awards to each of the winners. This is perhaps a good place to note that about 50 or about 30% of the AACA cars were non-preregistered.

Some of the guys with the ladies in judges admin. Sue Bond, Dot Parrish, and Sandy Hall did a great job with the paperwork.



AACA Past President Terry Bond presents an Extra Mile pin to Bob Roughton. Pins were also presented to Sam Kern and Reggie Nash.



The Extra Mile pins were instituted by AACA National to recognize members who have made significant contributions to AACA at the national and particularly at the local level, a very fitting addition to end our 38th Annual Meet.

Bay Lake Retirement Home Display

By Bob Stein

Beautiful weather brought out nearly a dozen cars on Oct. 23rd for the TRAACA car display at Bay Lake Retirement Community. Residents were treated to a wide variety of great cars, and members had a chance to socialize and enjoy the day. Mickey McChesney brought out his 1965 Chevrolet SS convertible, Dan Ciccone and Tyler Gimbert showed up in Dan's 1986 Alfa Romeo, James and Dawn Tait (and Layla, the wonder-dog) brought their 1981 DeLorean, Don Hobbs drove his 1940 Ford DeLuxe, Sam Kern had his 1925 Franklin, Bob Stein brought his 1948 MG TC, Jim Villers drove his 1965 Porsche 356, Jere and Carol Avenson had their 1941 Packard 110, Howard and Suzanne Horton brought their 1948 Dodge DeLuxe, and Wes Neal drove his 1949 Jeepster. Also stopping by to visit were Bob and Linda Pellerin, Norman and Sandy Pellerin, and Vito and Nina Serrone.

Sam Kern presents Ken Talley the Best GM Trophy. Later Ken also received the Merritt Horne Trophy.



The Best in Show winners were Reggie and Cindy Nash (Richmond Region) for their 1940 Nash. Laura Jordan presented the Merritt Horne Award to Ken and Barbara Talley for 1929 Buick.

An estimated 1/2 of our membership supported the meet by volunteering, showing their cars, or doing both. Others like Keith Colonna contributed mineral water or other goods. Overall the membership response was generous and enthusiastic. Meet Chairman Sam Kern sincerely thanks each and every member for his or her support of our 38th Annual Meet.

Clearly, the 4th Annual AM Wings and Wheels was a resounding success, especially because of the high-degrees of member and public participation. Planning is already underway for the 39th TRAACA Annual Meet (5th Annual Wings and Wheels) for the Fall time frame, 2012, with Kit Lawrence being the Meet Chairman. Look for the date and other details. We hope to see you then!



The partly restored 1947 Chevy fire truck from Windsor, VA was a big hit with all ages.

Howard and Suzanne Horton with their 1948 Dodge.



Bay Lake Retirement Home display



2011 Fall Tour Oct 29-30th in Petersburg, VA

A little bad weather... OK, a lot of bad weather... was not enough to deter the stalwart participants of the 2011 TRAACA Fall Tour, put together by Jeff and Pat Locke. There was more modern iron than vintage tin, but Jere and Carol Avenson provided enough class for all with their 1954 Packard. Skip Patnode had the next oldest car, his red 1967 Alfa Romeo Duetto. Bob Stein drove his 1976 Dodge Aspen wagon, and Jeff and Pat Locke rolled up in their 1985 Cadillac. Not quite scraping in under the antique wire were John and Lynn Heimerl in their 1987 Corvette. Folks in modern cars included Terry and Sue Bond, Bill Coburn, Tim and Rhonda Russell, Gerald and Mary Lou Olson, and Ron and Sally Hartman. Gathering at the Greenbrier Sears parking lot, the group set off for Petersburg, Virginia early Saturday morning in a light drizzle that swapped back and forth with rain most of the trip.



Arriving in Petersburg in the rain.

There was only one convenience stop on the way in Waverly, where we grabbed snacks and coffee. Then it was on to our first stop - the Petersburg Visitor's Center. The Center was a bank in the 1800s, and has a combination of original and period fixtures and furniture. From the Visitor's Center, the group took a short walking tour to the Petersburg Siege Museum. This facility commemorates the hardships faced by citizens during a 10-month siege by Union forces. TRAACA was privileged to have Ms. Dawn Holmes, Petersburg's Visitors Services Supervisor, take personal charge of our weekend activities, and she was a welcome sight both days. After lunch at a great Deli, we rolled out to Centre Hill Mansion. This stately home has been restored to what it looked like just before the start of the Civil War, and provide insight into the lives of the very wealthy. Petersburg was a business and industrial hub prior to 1861, and the second city in the world after London to have its own Gas Works. From Centre Hill Mansion, the tour continued to the church where General Robert E. Lee worshipped, and then headed to Comfort Inn and Suites to check into our rooms.

We gathered in the lobby at 6:30 and rolled back into Petersburg for a gourmet dinner at The Bistro, a small but elegant restaurant that lowered its standards to let a group of rabid car junkies in. The skies had finally started clearing by the time we got back to the hotel for the evening.

The fall tourists enjoyed the Bistro Restaurant.



Sunday morning kicked off with an excellent breakfast bar at the hotel, and clear sunny skies for our trip to Pamplin Historical Park, the Museum of the Civil War Soldier. This amazing facility provides an in-depth look at the lives of everyday soldiers - both Confederate and Union. The daily routines, hardships, and horrors faced by these men and boys is almost impossible to comprehend. The Museum has a number of displays, including a farmhouse used by Confederate officers, parts of the original Confederate earthworks (forts), and recreations of campsites. We were treated to an excellent presentation by a volunteer enactor who not only explained camp life, but also demonstrated what was involved in loading and firing a Civil War rifle. After going through a step-by-step explanation, he proceeded to load and fire the weapon in 17 seconds!

The reenactors were very impressive at Pamplin Historical Park.



After the Museum, we hopped back in the cars and returned to Petersburg for lunch at King's Bar-B-Que, a local institution and fantastic place to eat. From King's the group went to the Petersburg Battlefield to see the Crater. The Union dug a tunnel under the Confederate fortifications and planted enough explosives to blow a 175 foot long, 50 foot wide, and 30 foot deep trench - the Crater. We left the battlefield for Blanford Church, abandoned long before the Civil War started, and later converted into a Memorial that features incredible stained glass window by Tiffany honoring each state's slain soldiers. Although the tour officially ended at the church, Ms. Holmes took a group over to see Memorial Hill. This 14-acre cemetery next to the Blanford Church was established as the resting place for thousands of unidentified soldiers. After that, everyone headed for home on their own. It was a great tour that crammed an amazing amount of learning and fun into two days!

OLD DOMINION MEETS VIR

By Sandy Hall

On November 4th we traveled across the state for the Heacock Classic Gold Cup Historic Races & Antique Car Show at the Virginia International Raceway near South Boston, VA. Richard and I, along with Jack and Linda Pavlidis and Neil and Marty Sugermeyer, met Terry and Sue and several members of the Tidewater MG Club at Hardee's in Suffolk early Friday morning. Little did we know that they are renovating this Hardee's so there were no bathrooms and only one cash register open (if you plan to eat here anytime soon, I would suggest that you don't). Between the rain (sort of on and off) and the renovations, we were all hoping that this was not an omen for the weekend. After breakfast, we all made a stop at the local Food Lion to use the rest rooms. One of the MGs had to be pushed out of Hardee's parking lot due to a battery problem, so he went straight to Walmart to buy a battery. The MGs stopped at the Walmart in Emporia to help Donald (the MG owner) work on his car, but the Pavlidis, the Sugermeyers and the Halls kept on trucking. About 30 minutes down the road, Richard said "I think that was Sue heading in the opposite direction." I was thinking something had happened to one of the kids or the grandkids so I called Terry a couple of times but his phone went to voicemail. About 15 minutes later, Terry called me on Sue's phone. I asked him if they were headed in the opposite direction and he said "Yes." I told him I had tried to call him. He asked me "Did I answer?" which I thought was a little strange, but I said it went to voicemail – was everything OK. Terry then told me that they had stopped at Burger King in Emporia and he thought he left his phone there. They were headed back to Emporia!! Meanwhile, the Pavlidis, Sugermeyers and Halls continued to South Boston and checked into our motel and then off to lunch.

The Pavlidis, the Bonds and the Halls had bought tickets to the Friday events so after lunch, we headed over to VIR. About the time we got to the track, Terry (with his trusty cell phone in his pocket) and Sue had met up with the MGs. They were missing one of their group (David). The only person that had David's cell phone number was Terry, so he called David to see if he was lost. One of the other MG guys (Donald) with us answered his phone at the same time. Donald then looks at Terry and says, "You do realize you are talking to me, don't you?" After a good laugh, we figured Terry must have hit "D" and Donald came up instead of David. Well, Terry was two for two and the day was still young.

When we got everyone together, we headed for the pit area. Since it had been raining, there were no qualifying runs, but there were several guys out practicing. The drivers, their mechanics, wives and whoever else was around were all very friendly and like us, they love to talk about their cars and their experiences. Once we had had our fill of the pits, we all went to dinner and then headed back to our motels for the night.

their different divisions. These guys are really crazy. They restore their sports cars and then drive them to the max on a track - if they wreck, so be it - it can be fixed! Bet they don't call J. C. Taylor.

We were told that our parade lap would be around 12:00 – it was more like 12:45. In any event, we finally got out on the track and the TD at one point was going 60 around hairpin curves, winding track and a portion they call "the Roller Coaster". The slogan before entering the track is "Have you Tamed the Shrew?" This was one of the highlights of the day for all of us. The rest of the day was watching the races – from MGs and Jags to go karts and what looked to me to be Indy-type cars. On Sunday, we headed home following the Sugermeyers. Neil thought he might be having some car trouble, but everyone made it home safely. The Bonds and the MG guys had tickets to the Sunday races, so they stayed until the bitter end. I think Sue was hoping to "Tame the Shrew!"



Above: ODMA cars



Middle: Neil Sugermeyer gets wristband to go on the track.



Below: MG's on the racetrack.



CONGRATULATIONS

**To
Maxine and Dewey
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anniversary is
Nov. 17th.**





Celebrity Spotlight

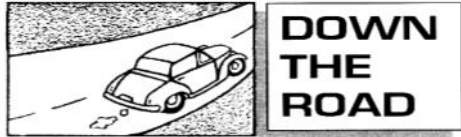


TRAACA 38th Annual Meet, Oct. 15th

Winner	Car	Class	Award	Winner	Car	Class	Award
Jeff Locke	1976 D. Smiley	5d	AACA Rec.	Tom Bottoni	1959 Cadillac	27c	1 st
Tyler Gimbert	1965 Puch	5g	2 nd	Bud Keen	1962 Oldsmobile	27e	2 nd
Mark Gresalfi	1917 Metz	15	1 st	Al Swenson	1962 Intern. Scout	27e	3 rd
Ken Talley	1929 Buick	18b	AACA Rec.	Jody Dudley	1965 Mercury	27f	1 st
Sam Kern	1925 Franklin	18d	AACA Rec.	Boyd Swartz	1964 Volvo	27f	1 st
Ed Lail	1930 Lincoln	19a	AACA Rec.	Marty Sugermeyer	1965 Rambler	27f	1 st
Bill Wilcox	1932 Packard	19b	AACA Rec.	Paul Cho	1966 Corvair	27g	1 st
Bob Woolfitt	1934 Packard	19c	AACA Rec.	Viator Trudeau	1968 Cadillac	27h	1 st
Ted Knight	1942 Lincoln	19e	1 st	John Gancel	1968 Chevrolet	27h	1 st
Bill Wilcox	1941 Lincoln	19e	AACA Rec.	Bob Pellerin	1973 Volvo	27j	1 st
Dana Meadows	1937 Chrysler	20d	1 st	Dot Parrish	1978 Thunderbird	27m	AACA Rec.
Kit Lawrence	1937 Dodge	20d	AACA Rec.	Bill Coburn	1985 Camaro	27p	2 nd
Gerard Olson	1940 Graham	20f	1 st	Rad Tillett	1932 Ford	28a	AACA Rec.
Jere Avenson	1941 Packard	20f	1 st	Joe Burroughs	1936 Ford	28c	1 st
Matthew Gresalfi	1937 Dodge	22b	2 nd	Vito Serrone	1958 Corvette	30a	1 st
Tom Wedeking	1941 Dodge	22b	AACA Rec.	Adam Graham	1977 Corvette	30c	AACA Rec.
Jody Dudley	1972 Ford F250	22g	1 st	Chas. Dawson	1957 Thunderbird	31	1 st
Jody Dudley	1977 Ford F350	22h	1 st	Bob Ward	1955 Chevrolet	32	1 st
Richard Hall	1951 MGTD	25a	2 nd	Sandy Dawson	1957 Chevrolet	33	1 st
Bob Stein	1949 MGTC	25a	AACA Rec.	Al McVicker	1957 Chevrolet	33	2 nd
Dana Cho	1961 Sprite	25b	1 st	Geo. Kickhofel	1965 Mustang	34a	1 st
Jim Villers	1965 Porsche	25c	1 st	Bob Pellerin	1966 Mustang	34a	AACA Rec.
Susan Bond	1974 MGBGT	25e	AACA Rec.	James Tait	1981 DMC-12	35b	1 st
Don Hobbs	1950 Ford	26c	1 st	Tim Russell	1969 Chevelle	36b	1 st
Jimmy Flanders	1953 Buick	26d	2 nd	Alan Ives	1970 Yenko Nova	36b	AACA Rec.
Iven Godwin	1956 Oldsmobile	27b	1 st	Fran Manno	1947 Nuffield	37b	2 nd
Charles Dawson	1956 Ford	27b	1 st	Bob Roughton	1909 IHC Auto Wagon		HPOF
Tony Scarpelli	1956 Chrysler	27b	AACA Rec.	Jeff Locke	1964 Solex		HPOF
Chris Aicher	1958 Cadillac	27c	1 st				

SPECIAL AWARDS

Winner	Car	Award
Gerard Olson	1940 Graham	Best Orphan Car
Dot Parrish	1978 Thunderbird	Best Post-War Ford
Ken Talley	1929 Buick	Best GM Car
Kit Lawrence	1937 Dodge	Best MoPar
Jim Villers	1965 Porsche	Best Foreign
Bob Pellerin	1966 Mustang	Best Mustang
Robert Stein	1947 MGTC	Best British Car
Bob Woolfitt	1934 Packard	Best Classic Car
Vito Serrone	1958 Corvette	Best Corvette
Alan Ives	1970 Yenko Nova	Best Chevrolet
Viator Trudeau	1968 Cadillac	Best Cadillac
Ken Talley	1929 Buick	Merritt Horne Award
Fran Manno	1947 Nuffield	Ladies Choice
Jere Avenson	1941 Packard	Young People's Award
Reggie Nash	1940 Nash	Best in Show



LOCAL

Dec. 3TRAACA Holiday Party (See below.)
Jan. 14, 2012.....TRAACA Awards and Installation Banquet
(See below.)



IN MEMORY OF

We extend our condolences to Ken and Charlene Roach for the loss of Ken's father, Kenneth Roach Sr. of Victoria, VA. We know that he will be greatly missed by family and friends.

We also want to note the passing of AACA Past President Sam High. Sam and Linda High have been stalwarts of AACA National for many years. Sam's record number of over 400 judging credits will not soon be beat.

Looking Forward to 2012

Before we look forward to 2012, let me tell you what happened to Hershey. How could we not include in this issue one of the best Hersheys ever. With all the TRAACA activities in the past month, there just was not room to include it. We'll save a few memories of Hershey to report in the January / February issue of the Mud Flap. The Veteran's Day Parade and the Weenie Roast will have to wait too.

No doubt 2012 will be another banner year for TRAACA. You can help make it one by volunteering to take a leadership position or to help with an upcoming activity.

As for the Mud Flap, we have on hand pictures for several cars to go on the cover but no article to go with them. If you want to see your car on the cover, put pen to paper and send in the article. If we don't have pictures we'll make arrangements to get them.

HAPPY 2012 TRAACA.

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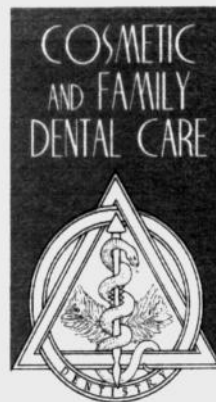
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