

TIDEWATER Antique Automobile Club of America REGION



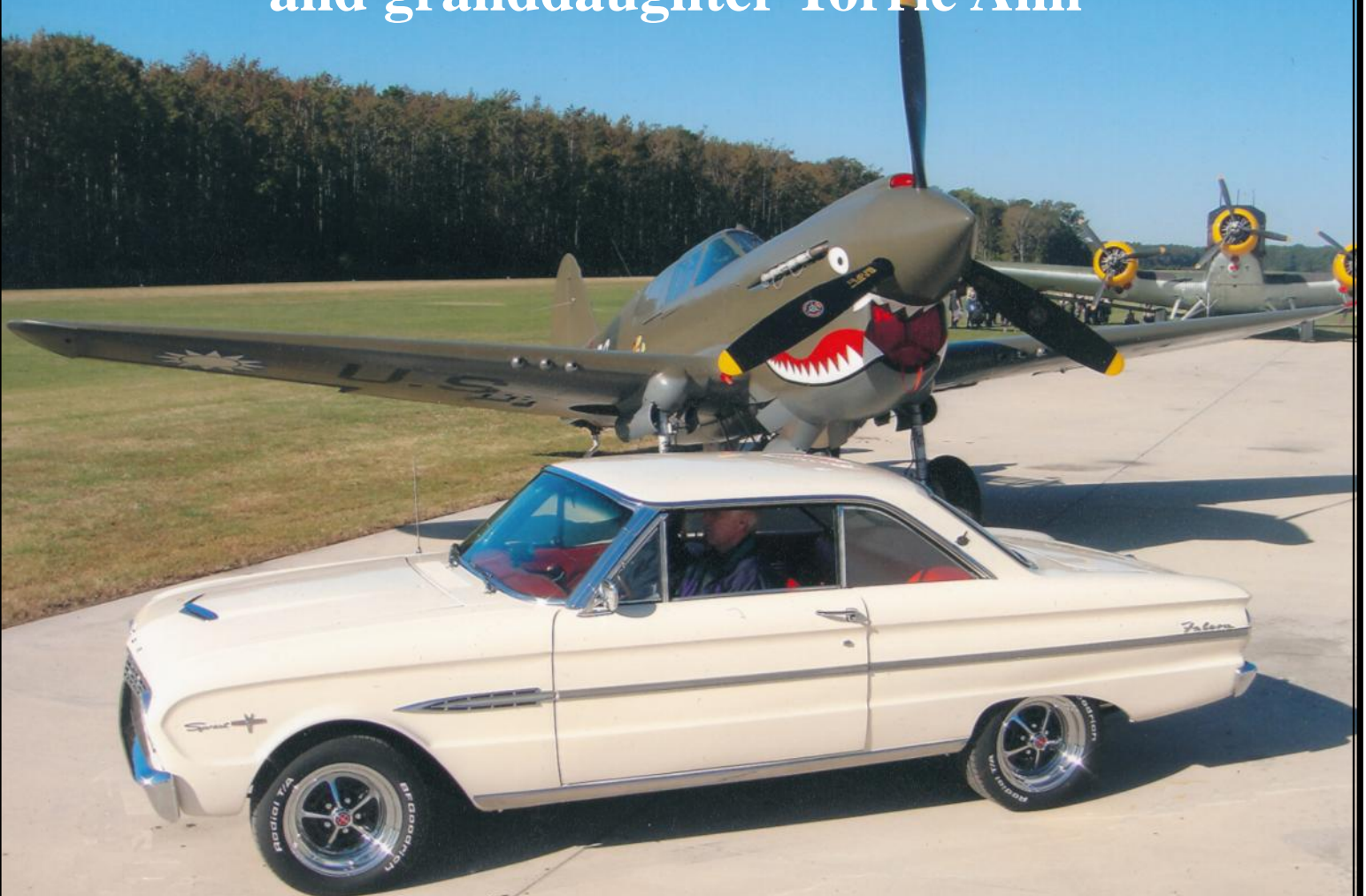
VOLUME 56 NO. 7 AUGUST 2012

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



Don & Bonita Whitlow's 1963 1/2 Falcon Sprint

Restored with grandsons Cameron & Sidney
and granddaughter Torrie Ann





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Pres. Bob with Mildred

PRESIDENT'S AUGUST MESSAGE

I want to start off with a big THANK YOU to Ken and Barbara Talley for their huge contributions to both the June Picnic in the Park and the TRAACA Ice Cream Social just a couple of weeks ago. Both events were fun, though curiously, the Picnic was less well attended despite much better weather. Maybe you folks are getting spoiled – two activities with free food in as many months.

We will have several ways to beat the heat in August, starting off with air-conditioned visits to the Chrysler Museum and Fantomworks Restoration, both in Norfolk. More on these activities can be found elsewhere in the Mud Flap. And our dinner meeting on the 16th features a 'cool' presentation on old Norfolk Dealerships by William Inge, delayed from May.

We're less than two months away from our Annual Meet at Virginia Beach Airport – registration forms are provided in this issue, and also available from the web site. Please get your registration in early to help the folks handling the planning for this event. Also, we really need a lot of help the day of the show. Besides assisting with parking cars on the field, you could spend an hour or so selling 50/50 raffle tickets; join me policing the field for trash and cleanup, or support Chief Judge Terry Bond by showing up with clipboard and Judging Guide in hand to decide trophies.

On a personal note, I made a break from my British addiction and have added Mildred, a 1937 Pontiac Touring Sedan, to my automotive 'family.' She is already registered (Second after Sam Kern) for the Annual Meet.

See you in August!



Announcements

Welcome New Members

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2013

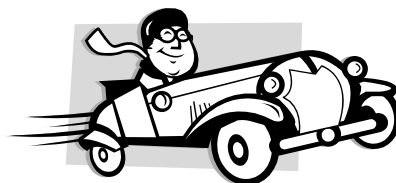
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NEEDED (p. 7)**

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**HAPPY
MOTORING**



RESTORING A 1963 1/2 FALCON SPRINT

By Don Whitlow (Photos by Don and Bonita Whitlow)

This is a story about a summer tree house project with the grandkids that turned into a complete restoration of a 1963 1/2 Falcon Sprint. Bonita and I have three grandchildren: Cameron, Sidney, and Torie Ann. The boys are now 13 and Torie Ann is 11. They live in Alabama and spend summer vacations with us. Five summers ago our project that year was to build a tree house. We bought the building material and when unloading it at the house, I noticed Cameron and Sidney looking at the Falcon which was in the backyard. (I have had this car for many years) They said to me "Granddad, do you think we could work on the Falcon and build the tree house later". Well, that summer was the beginning of a four year restoration.

First, we discussed the procedure which would not be like some programs seen on TV where they rip off the parts and throw them in a big pile on the floor. Then Cameron, Sidney, and I completely disassembled the car. After the body was disassembled we removed the motor and transmission. The boys enjoyed using the impact tools on head bolts, rocker arms and oil pan. That winter I had all the machine work completed on the motor and worked on replacing rusted metal.



Sidney tows while Cameron steers the Falcon to the garage.



Taking the motor out of the car

The next (2nd) summer we completely assembled the motor, removed the front suspension, and rear end housing, added new springs and shocks, new bearings and seals. We worked on the body grinding, sanding and glass beading parts. That winter I did more work on the body and painted the interior parts. A friend, Robert Worrell, III, finished the body work and painted the car.



Cameron (above) and Sidney (below) installing the clutch assembly and fly wheel



The next (3rd) summer Cameron and Sidney were excited about installing the flywheel and clutch assembly and transmission. We then started installing the motor and all of the necessary connections to linkage, electrical and driveshaft. The time came to start the motor and it was exciting. When the car fired up there was a cheer!!! We continued to install all new brake lines and linkage.



The motor is ready.



Body in the rough



The new upholstery looks great!



Motor is reinstalled with the help of Grandpa and the boys father, Scott Bidy.



And the dash! WOW!

On their return the next (4th) summer after installing the door panels, upholstery, and carpet the car was ready and it was fun driving it down the driveway for the first time. I mentioned to the boys on Thursday that there was a car show in Richmond on Saturday. They were excited about the possibility of being able to show the car and spent Friday waxing and cleaning the car to ready it for the show.

Ready to head for Richmond



Motor and body back together

We talked about tires and wheels and other parts that were necessary. After they left I ordered the complete upholstery kit and had it installed on the springs so that when the boys returned the following summer we could install the door panels, carpet and seats.



They had a wonderful time at the AACA show. There was some confusion in the judging that day and we were later notified that the boys received second place. They were thrilled to have their first car show trophy to take home. Also, they were excited that they had the experience of learning to drive a straight shift car.



Start (above) to finish (below)



Sidney and Cameron are very proud of their first car restoration.

Sidney expressed how much he enjoyed disassembling the car and the dirtier he got the more he enjoyed it. He said it was unbelievable the difference when we started working on the car and the way it was when it was finished. It was a lot of fun.

Cameron said that the Falcon was a great experience for him as a 9 to 12 year old boy. He said that he learned a lot from sanding to screwing a bolt into a motor. "The Falcon was just an old rusted out car just sitting there. My Granddad, Sidney, and I were walking by and Sidney said "Can we restore it?" Granddad said, "well, we'll have to talk about it". That summer was the best summer ever. I mean what kid at the time just 9 was working on an old car. Granddad was very glad Sidney and I wanted to restore the Falcon."

I told Bonita five years ago that I did not think I had it in me to restore another car but the enthusiasm and excitement from two young boys energized me and on top of that next year we will begin restoring a 1964 Fairlane with a Kmotor



EDITORIAL

By Neil Sugermeyer

It is getting close to August, and it is during that month each year that the annual Franklin Trek occurs. Having been a member of the Franklin Club for over 50 years, the Trek has become a must for the Sugermeyers, and is "old home week" for us. My first Trek was in 1960, when I went as a guest of a friend, and had so much fun that I decided to join the club and look for my own Franklin. Due to school, military service and finances, it was some years later before I was able to purchase a 1930 Victoria Brougham that saw many miles of travel to attend Treks, and that car still sleeps soundly in my garage – it hasn't seen the highway in about 25 years.

However, another Franklin caught my attention about 20 years ago, and it is still an annual fixture at the Trek, as well as some events in our local area. Most everyone in TRAACA has seen the 1932/33 Franklin Olympic convertible we use periodically, and although it needs a complete restoration, it is so much fun to drive that it still awaits the needed overhaul. This year is no exception – it will go by trailer to the Trek in Cazenovia, New York, only a few miles from where Franklins were built in Syracuse.

A few quick words about the Trek – it is a week long family oriented event at Cazenovia College, where we use the grounds and facilities for our residence and headquarters. There have been as many as 95 Franklins in attendance ranging from the earliest cross engine models (1902-1906) to the last year of production in 1934. Other prewar air-cooled cars are also welcomed such as Knox, Sears, Holmes, Fox, and Cameron. Believe it or not, there are five Franklins owned by Tidewater Region members. Only three of them have been to a Trek, however, and I'm hoping that at some point the other two will make an appearance. Meantime, the Olympic will be there again this year, along with Marty and me.

This year, our own Bob Parrish began National Director duties as Director of Support and Development for the Northeast, and will be busy keeping Regions abreast of the latest opportunities available from AACA to enhance our enjoyment of the antique car hobby. One of the first things he has become involved in is trying to assist HVPR, our sister Region across the river, in reenergizing their organization. We can help Bob in this effort by participating in events that they will be planning for their future.

As well, I have mentioned at various dinner meetings the importance of “selling” our hobby to those who are interested in our vehicles, and have made available to all of our members the AACA brochure that gives a brief outline of the National organization and provides a membership form to enroll new members. Each of us should have one or two of these in our cars, both new and old, so that when we have the opportunity to attract new members, there is something tangible that we can give them to start the ball rolling. If you don't have one of the brochures, Bob Parrish will have some for your use. I'll try to get some more for the next meeting as well.

The last item is an important one! Our annual fall meet is rapidly approaching, and our meet chairman, Kit Lawrence needs all the assistance he can get to make it as successful as it has always been. Don't be afraid to volunteer. Call him to let him know you can help. You'll have fun and be glad you were an important part of the show. As a side note, I'll probably be doing field layout again, and can use some help in this area on the Friday before. All together, we can make it another great TRAACA event.



TRAACA PICNIC IN THE PARK

By Bob Stein (photos by Bob Stein)

On June 23rd, a break in the heat and the end of torrential rains early in the AM made for a really nice day for our picnic at Chesapeake's Northwest River Park. We had a good turnout of old and modern iron, ranging from Bob Woolfitt's sumptuous 1934 Packard formal sedan to Jack and Linda Pavlidis' equally luxurious 1978 Cadillac Coupe. The shelter provided plenty of shade, a grill that was soon boasting good-old-fashioned charcoal heat, and electrical outlets for two fans thoughtfully provided by Ken and Barbara Talley. Besides the Packard and the Caddy, Bob Stein brought his 1937 Pontiac (Mildred), Tony Scarpelli and Leslie McGuinn arrived in Tony's 1956 Chrysler (fresh from it's Grand National Senior), Dana Meadows drove his 1957 Thunderbird, Viator Trudeau had his 1968 Eldorado, and Sue and Terry Bond drove their 1974 MGB-GT. Besides the provided hot dogs, chips and drinks a wide assortment of side dishes made for a huge selection of food. Not surprisingly, this included lots of great desserts. There were also some baked beans that Barbara Talley got several recipe requests for - "I'd tell you, but then I'd have to kill you." So the secret remained safe. Dot Parrish was there with grandsons Tucker and Will, who got lessons in making (and eating) S'Mores from Leslie.

Sam Kern, Dick and Holly Chipchack, Vito and Nina Serrone, Neil Sugermeyer all showed up in modern iron, as did Ken Talley - but Ken brought all the supplies from the trailer, so his choice was forced. We were also joined by Bob's guests John Moscoe and Kitty Ledsoe. After everyone had stuffed themselves, a few intrepid souls decided to ship out on the bouncing waves - well, how about a flat man-made waterway? Tony and Leslie took Tucker out for a paddleboat cruise, while Bob and Susan opted for the more traditional (and more maneuverable) canoe. The waterway has canals that look like natural bayous, and make for some beautiful scenery. We listened for the sound of dueling banjos, and then decided since this was Chesapeake, it would be dueling kazoos. However, what was heard was approaching thunder, so we all headed back for the docks. Many thanks to Ken and Barbara Talley for all the effort getting our supplies to the site. Overall, it was a fun event and a great day!

After lunch, a cruise on the river in a paddle boat, powered by Tony Scarpelli and Tucker with Leslie as a passenger





Ice Cream Social at Talley's

By Marty Sugermeier

It was hot enough to appreciate ice cream and wet enough to satisfy frogs. Imagine following a 100 point Packard through a deluge to get to the party. Marty and Neil Sugermeier in their 1965 Rambler convertible (accompanied by Sam Kern) actually followed Bob Woolfitt in his 1934 Packard four door sedan to the home of Ken and Barb Talley. Tables were set up in the garage to accommodate the many containers of ice cream and the extensive selection of toppings. In spite of recent hip replacement, Holly Chipchak put together the ultimate topping for ice cream, hot fudge (see recipe below). There was another batch of desserts in the kitchen as well.

The mini car show in the back yard was deserted during the heaviest rain but drew attention when the drops stopped falling. James and Dawn Tait brought out their 1981 DeLorean. Bob Stein brought his newest acquisition Mildred, a 1937 Pontiac. Tony Scarpelli and Leslie McGinn came in the 1956 Chrysler that recently won a Grand National senior. Keith Colona drove his 1956 Lincoln Continental and Frank Lagana drove his 1954 Chevrolet. Alfonso and Patrizia Ludovici drove their 1979 Lincoln Continental which they are trying to sell hoping to find an earlier car. Viator Trudeau's 1968 Cadillac, and Mickey and Toni McChesney's 1968 Oldsmobile were also part of the vintage iron. Quite a few folks checked the weather forecast more carefully and decided that modern iron was not a bad plan for that event. As the weather cleared, folks who had eaten their fill of ice cream drifted outside to enjoy the cars. A special thanks to the Talley's for hosting a really fun event.

Bob Stein, Terry Bond, and other folks were ready for ice cream when Barb Talley and her helpers put the cartons on the table.



Holly Chipchak's Homemade Hot Fudge Sauce

- 4 1 oz squares unsweetened chocolate
- 2 cups sifted confectioner's sugar
- 1 5 1/3 oz can (2/3 cup) evaporated milk* can increase to 3/4 cup
- 3 tablespoons butter
- 1/8 teaspoon salt (optional)
- 1/2 teaspoon vanilla

Over **LOW** heat melt chocolate in saucepan OR double boiler. Gradually add milk and sugar to melted chocolate. Cook til smooth, stirring constantly over **LOW** heat. Add butter and salt. Cook until butter is melted--stirring constantly. Add vanilla and stir. Serve warm. Store in refrigerator.



Dawn and James Tait took advantage of the trampoline in the Talley's back yard.



Alfonso Ludovici and Skip Patnode were among the first to venture outside.

Editors Wanted!

By Bob Stein

After fifteen years of producing our award-winning Mud Flap newsletter, Marty and Neil Sugermeyer have decided that it is time to pass the torch to someone else. Not just yet, happily, but come January 2013, we need to get someone (or someones) to take the Mud Flap's helm.

This is a critical need – the Mud Flap is the lifeblood of Tidewater Region, the primary source of information for all of our members. We use it not only to inform you of upcoming events, but to share hobby-related information, reports on our own activities, and features on our members and their cars. We have a reputation as one of the best and most active regions in all of AACA, and the Mud Flap is a big reason why.

So, what do you need to be a Mud Flap editor? Some computer knowledge and a computer, for sure. Writing ability is a big plus, of course. The actual publication is done in Microsoft Publisher, a program that is usually part of Microsoft Office that shares many operating functions with Word. If you can use Microsoft Word, you can use Publisher. Don't have the program? Not a worry – we'll provide it. Beyond that, it's a big help to participate in as many TRAACA activities and events as you can with camera in hand. And that's a plus – until I started doing the web site, I was not an active member. Once I started going to club events to cover them for the site, I discovered just how much of a 'family' the club can be.

The actual workload has been reduced a lot by our transition to electronic distribution. Since 1998, Neil not only pre and post edited the Mud Flap while Marty and Ivie Lister held the official positions, he picked up the copies from the printer, labeled, stamped, sorted and mailed the Mud Flap. Five years ago, Neil also took on the extra job of becoming coeditor. Jim Villers has taken over printing and distribution duties, so the new staff will be able to focus on the newsletter itself. Marty and Neil are hanging in for the rest of this year to provide a transition period – but the longer it takes to get a new editor or editors in place, the shorter that transition will be.

If you are interested in making a huge difference to the club and are willing to make a commitment, please contact Neil and Marty Sugermeyer for details. It's not an easy job, but you won't find one that is more satisfying or rewarding in all of AACA.



How often do you get a chance to compare interiors of a 1981 DeLorean and 1934 Packard?

TRAACA July Dinner Meeting

By Marty Sugermeyer

After our dinner on July 19th, Gordon Calhoun from the Hampton Roads Naval Museum gave us a blow by blow account of the Battle of Hampton Roads. Gordon really brought the battle to life with interesting slides of etchings and paintings of that famous encounter and his knowledge of the ships and men who fought there. Several very interesting questions from our group kept Gordon talking for quite a while and he never missed a beat. What a fun evening!



*Gordon Calhoun with Sam Kern and James Tait
They had more questions about Naval history.*



Due to vacations and other conflicts the TRAACA board did not have a quorum for the June 2012 meeting and did not hold a meeting.

TOOTIN
OUR
HORN



Neil and Marty Sugermeier would like to announce the addition of a new model to the Sugermeier clan. Michael James Sugermeier was born on July 2nd to his proud parents Andrew and Evie Sugermeier. Their daughter Sophie is delighted



to have a new baby brother. Mikey was 7 lb 7 oz and 20 inches at birth and has already gained another pound.



**DOWN
THE
ROAD**

LOCAL

- Aug. 4** TRAACA Chrysler Museum / Doumar's Run
- Aug. 8**Khedive Autos 16th Annual Shriners Fun & Shine Car & Craft Show 10—4 PM @ Khedive Shrine Center
645 Woodlake Drive Chesapeake, VA.
- Aug.16** ...TRAACA Dinner Meeting, Aberdeen Barn, Va. Beach
- Aug.19** ... Car Display (Retirement home)
- Sept.8** ... AOH Car Show, 8am-4pm, info jaxops1@verizon.net
- Sept. 28** ... **Social**
- Sept. 29** ... **TRAACA Annual Meet**
- Oct 5-7** VB MAM – Bi/Triplane Show
- Oct. 6** ... Bayside Cars & Crafts 2012 , 10am- 4pm at Bayside Baptist Church (1920 Pleasure House Rd, Va Beach. Open to all cars - \$15 day-of-event registration includes lunch!
- Oct.27-28** ...TRAACA Fall Tour
- Nov. 10** Chili Cookoff

Classic Car Cruise In's Every Saturday Night 5pm - 9pm

Virginia Beach Farmers Market (757) 385-4395

www.vbgov.com/farmersmarket"VB Farmers Market" FaceBook

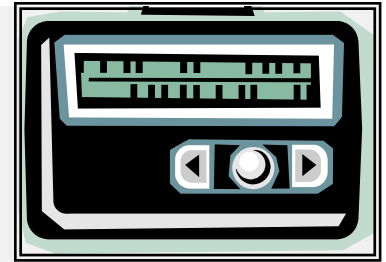
REGIONAL

- Aug.3-5** – 49th Annual Das Awkscht Fescht, Macungie, PA,
Sunday Individual Car Club Shows, Info at awkscht.com
- Aug.11** - 11th Annual Lee Hall Mansion Car Show,
(757) 247-8523, aromanick@nngov.com or Clay Drnec at
(804) 824-9198
- Sep 17-21** – National Packard Club Meet (VA)

NATIONAL

- Aug. 13-17** - Founders Tour - Allegheny Mountain Region
Altoona, PA
- Aug 27-31** Reliability Tour - Richmond Region - Richmond Area
- Oct. 10-12** - HERSHEY

Beginnings of Car Radios



Reprinted from the Brass Lamp, publication of Genesee Valley Antique Car Society Region of AACA

By Bob Gaylord

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! It all started with a woman's suggestion! Seems like cars have always had radios, but they didn't. Here's the true story:

SUNSET

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

The first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of

the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the "Motorola". But even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's preinstalled at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. The name of the company would be officially changed from "Galvin Manufacturing", to "Motorola" in 1947. In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio, the 'Handie-Talkie', for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world -- And it all started with the car radio.

WHATEVER HAPPENED TO.....?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade, eh?)



IN LOVING MEMORY



We are very saddened to report the loss of Donald Hobbs, longtime member and enthusiastic supporter of TRAACA, passed away on July 19th. He and Julie joined the Region more than 20 years ago, and have both been constant participants and workers. Don has served on the board, and he and Julie were at almost every car show in the area in previous years distributing flyers to promote our Annual Meet.



THROUGH THE WINDSHIELD

RUN TO CHRYSLER AND DOUMARS Class, Glass, and Ice Cream!

By Bob Stein

Roll out for our August 4th visit to Norfolk's Chrysler Museum. We will meet at 10 AM in the museum parking lot and spend the next couple of hours in air-conditioned comfort exploring the museum's many unique exhibits. Just before noon, we'll make a short jog over to the Chrysler Museum's amazing Glass Studio at 245 West Olney Road to see a demonstration of glass blowing by resident artists. This ancient art is basically unchanged from its discovery more than two thousand years ago, and produces some of the most beautiful pieces you can imagine.

Having 'cultured' an appetite exploring the Glass Studio, we will head over to Norfolk's world-famous Doumar's Diner on Monticello Ave. for lunch and/or ice cream treats, the perfect end for an old car outing. Please plan on joining us for this great activity.



AUGUST DINNER MEETING

We will meet at Aberdeen Barn on August 16th. The social hour begins at 6:00. Dinner will start at 7:00 (possibly a little earlier). Our program will be by Bill Inge from the Kern Memorial Library. Bill will do a presentation on old Norfolk dealerships. Don't miss it!

BAYLAKE RETIREMENT COMMUNITY DISPLAY

The residents at Baylake Retirement Community are looking forward to our car display on August 19th from 2 to 4 PM. Located at 4225 Shore Drive, you can find it just beyond the intersection of Shore Drive and North Hampton Blvd. If you can bring a car out for this event, let Wes Neal know you will be part of the display.



FantomWorks Visit August 25th

FantomWorks Restoration Services owner Dan Short stirred up a lot of interest when he spoke at our May dinner meeting. His facility at 2400 Hampton Blvd in Norfolk covers a full city block and employs more than 20 professionals covering almost every aspect of vehicle restoration. So when he offered to give the club a personal tour, we jumped at the chance.

Dan is opening up just for us on Saturday, August 25th, and bringing in some of his staff to explain specific areas of restoration services. We will meet at FantomWorks Restorations at 10 AM, so you get to sleep in a little and still take advantage of the cooler morning temperatures to drive your old car. The facility itself is air conditioned, and features a fully-functional 1940s Soda Shop that Dan plans to have up and running for us.

Afterwards, we'll head over to Norfolk's famed Orapax Greek Restaurant on Redgate Avenue for lunch, and then head back home before the hottest part of the day arrives. This promises to be a great summertime event!

SURPRISE FRIDAY NIGHT SOCIAL

We will gather on Friday, Sept. 28th, before our Fall meet. Our Friday night social has always been well attended and lots of fun as we focus our excitement about our fall meet into the energy that produces a meet that has always been exceptional in AACA. Plans and location for the social are still being developed and were not available at press time, so check next month's Mud Flap for specific details.



The Tidewater Region AACA invites you to our Thirty-Ninth Annual Meet



8 am to 3 pm
Saturday

September 29, 2012
Virginia Beach Airport &
Military Aviation Museum

TWO great shows featuring hundreds of
beautiful cars, trucks, and motorcycles!
Special Vintage Tractor Display!



Many volunteers still needed for the TRAACA Annual Meet

By Kit Lawrence, Meet Chairman

The 39th Annual Meet is rapidly approaching, and the full participation of our membership is needed to successfully staff the event. Many members have been active over the past few months arranging for required permits, preparing and distributing fliers, ordering awards, planning the field layout and a myriad of other details. While many members have already volunteered for specific tasks, volunteers are still needed for the following areas, with the supervisor named:

Assistant Meet Chairman : Tony Scarpelli
Registration AACA Cars: Richard and Sandy Hall
Registration Rods and Mods: John and Marie Gancel
Publicity: Ken Talley
Meet Fliers: Bob Stein
Site Set-up, Equipment, Signs and Clean-up: Neil Sugermeyer, Sam Kern, Kit Lawrence
Tents: Keith Colonna, Kit Lawrence
AACA Show Field Spaces: Neil Sugermeyer
Traffic Control: Barbara Talley
Show Field Parking: David Pace, Wes Neil
Off-site signs: Al and Laurel Swenson
Judges: Terry Bond (Chief Judge)
Judges Admin (AACA): Sandy Hall
Flea Market: Sam Kern
Awards: Dick Chipchak
Trophy Sponsorships: Tony Scarpelli
Club Store: Mickey McChesney
Meet Program: Dot Parrish
Vehicle Photographer: Bob Pellerin
Food Vendors : Tim Russell
50/50 Raffle: _____

Tom Norris will be our announcer again this year and Officer Martin Duffy with the Virginia Beach Police Department will provide site security at the main gate. The Meet Chairman appreciates the many volunteers who have already stepped forward. Please e-mail me at chrisBLawrence@gmail.com or contact the activity supervisor directly to volunteer or reconfirm your support commitment. Don't forget to register your vehicle, come out to the Aviation Museum and enjoy the day.

Lincoln Highway Centennial

Contacts:

Ronnie O'Brien, Great Platte River Road Archway

877-511-2724 | robrien@archway.org

Sarah Focke, Kearney Visitors Bureau
800-652-9435 | sfocke@visitkearney.org



The Lincoln Highway Association (LHA) will mark the 100th anniversary of the Lincoln Highway with a celebration June 30 - July 5, 2013 in Kearney, Neb.

In the early 20th century as Americans began traveling further from home by automobile, the country needed improved roads linking cities and towns. Up to that time, most roads were primarily local and distant travel between towns was by rail.

The Lincoln Highway, begun in 1913, was the first transcontinental highway in the United States. It was the idea of Indianapolis Motor Speedway founder Carl Fisher, who, with help from industrialists Frank Seiberling (Goodyear) and Henry Joy (Packard), envisioned an improved road stretching 3380 miles from New York City to San Francisco. Fisher established the Lincoln Highway Association on July 1, 1913 to both promote the road and fund the project.

The LHA Centennial Celebration will include three parts. First, two automobile tours will depart from Times Square in New York City and Lincoln Park in San Francisco following the Lincoln Highway route to Kearney, Neb. arriving on June 30.

Second, the City of Kearney will host a two-day Centennial Celebration beginning June 30 with the arrival of the Centennial Auto Tours, along with hundreds of antique, classic and modified cars from local and national car clubs displayed on the brick streets of downtown Kearney. Historical re-enactors, period music and food, and national and local history will be celebrated throughout the downtown area.

The LHA official Centennial Celebration will take place July 1 at The Great Platte River Road Archway. Over I-80, the Archway attraction features the Lincoln Highway and other national transportation routes that followed the Platte Valley. The Archway campus will host the Centennial Auto Tour vehicles and others, an early 1900's tourist camp and education camp, food and craft vendors and a gala that evening. The official centennial program will commence at 1pm.

Third, the LHA will hold its annual conference July 2-5 in Kearney. The association holds a conference each year somewhere along the Lincoln Highway corridor from New York to San Francisco. Events include road tours along the Lincoln Highway, visits to historic sites, speakers on various aspects of the highway, a business meeting and banquet.

Before the federal highway system was established in 1925, roads carried names like the Lincoln Highway, the Yellowstone Trail or the Old Spanish Trail. Colorful roadside signs and painted telephone poles marked the routes of these highways.

Henry Joy came up with the idea of naming the highway to honor Abraham Lincoln. As far as Joy was concerned, directness was the most important factor. Using existing roads, the route deliberately avoided the larger cities when practicable in order to maintain as straight a course as possible. The highway started in Times Square in New York City and passed through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California, ending in Lincoln Park in San Francisco. Other alignments included Colorado in 1915 and West Virginia in 1927. Today, parts of U.S. Routes 30, 40, 50 and I-80 follow portions of the Lincoln Highway route across the country.

The original Lincoln Highway Association ceased activity at the end of 1928. Its last major activity was to mark the highway not as a route from one destination to another, but as a memorial to Abraham Lincoln. Today, the Lincoln Highway Association, re-established in 1992, works to preserve and promote America's first transcontinental highway.

For more information:

www.lincolnhighwayassoc.org

www.visitkearney.org

www.archway.org

THE HUMOR SECTION



A group of Americans was traveling by tour bus through Holland. As they stopped at a cheese farm, a young guide led them through a process of cheese making, explaining that goat's milk was used.

She showed the group a lovely hillside where many goats were grazing. These, she explained, were the older goats put out to pasture when they no longer produced. She then asked, "What do you do in America with your old goats?"

A spry old gentleman answered, "They send us on bus tours!"

For those who love the Philosophy of Ambiguity...

1. DON'T SWEAT THE PETTY THINGS AND DON'T PET THE SWEATY THINGS.
2. ONE TEQUILA, TWO TEQUILA, THREE TEQUILA, FLOOR.....
3. ATHEISM IS A NON-PROPHET ORGANIZATION.
4. THE MAIN REASON SANTA IS SO JOLLY IS BECAUSE HE KNOWS WHERE ALL THE BAD GIRLS LIVE.
5. I WENT TO A BOOKSTORE AND ASKED THE SALESWOMAN, 'WHERE'S THE SELF-HELP SECTION?' SHE SAID IF SHE TOLD ME, IT WOULD DEFEAT THE PURPOSE.

FLEA MARKET

1934 PACKARD EIGHT MODEL 1100 SEDAN - Professionally restored 1992. CCCA, 100 pts, 1993. PAC National, 100 pts, 1993. AACA Grand National, 1994. Selected for PAC Anniversary Opus Magnum, Warren, OH, 1999. ODPC Preservation. Just completed ODPC Spring Tour to Wilmington, DE and CCCA CARavan in Williamsburg. Authentic Packard Bruce Blue Pearlite, striped gray wool interior. \$95,000.00.

rwoolfitt@cox.net

1928 MODEL A TUDOR - \$7,500. Black, runs good, needs work on wiring, Contact Warren McNeal 757-481-7822

2007 ENCLOSED CAR TRAILER - Used very little, 17.5 ft. long, ideal for small British car. \$4,000.00 contact Ken Talley (757) 421-7534.

1934 PACKARD EIGHT MODEL 1101 CONVERTIBLE SEDAN, DIETRICH - Professionally restored 1993. One of 10 known. PAC Best of Show, Pre-War, 1993. CCCA 100 pts, 1995. AACA Joseph Parkin Award 1996. ODPC Preservation. Completed Spring Tour to Bristol, 2009. Black with black leather interior and tan top. More photos at: http://www.caroholic.com/34_1101.htm. \$170,000.00. rwoolfitt@cox.net

1979 LINCOLN CONTINENTAL "COLLECTORS SERIES". Strong running car. I use it daily to go to work! Clear title, inspection Ok. I am asking \$9,800 negotiable or a trade for 50's American car. Contact Alfonso on 757-277-6040, or send an email to alfonso.ludovici@virgilio.it.


1942 DODGE WD-21 PICKUP. 9' bed, factory 1-ton dually. 4-speed, 3.9 rear. Very few made. South Dakota truck. Engine out for rebuild. Clear VA title, registered 42 VA plates. No rust. Original bed wood solid. Farm dents, but have original replacement fenders. Several thousand in NOS, new and used parts. \$6000. Contact John Heimerl at 757-621-6361.

HUGE COLLECTION OF PARTS - 20-25 boxes (Xerox size) of misc. car parts, some NOS and some used. Most from the 60'-80's. It would be great for a swap meet guy who has the time to find out what everything fits and price accordingly. Includes Ford, Chevy and Mopar stuff. \$500 for the lot or best offer. I'm tired of tripping over it! Andrew Sitar - 757-373-4017 or email at bad281qt@cox.net.

1940 BUICK SUPER SEDAN - This car runs good and is "Road Ready" Interior has been replaced with the correct fabric. The wiring harness has been replaced and steering wheel re done. Brake system has recently been overhauled and instrument panel redone. The car has been repainted some time back and still shows well. The odometer shows 60,000 miles (appears to be correct). Driven recently on two tours with no issues. Call Ken Talley (757) 421-7534 before 9 PM EST.

1944 CUSHMAN SCOOTER - AACA senior, good condition, runs good. \$3,000.00. Contact Ken Talley (757) 421-7534

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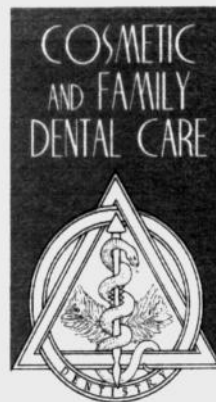
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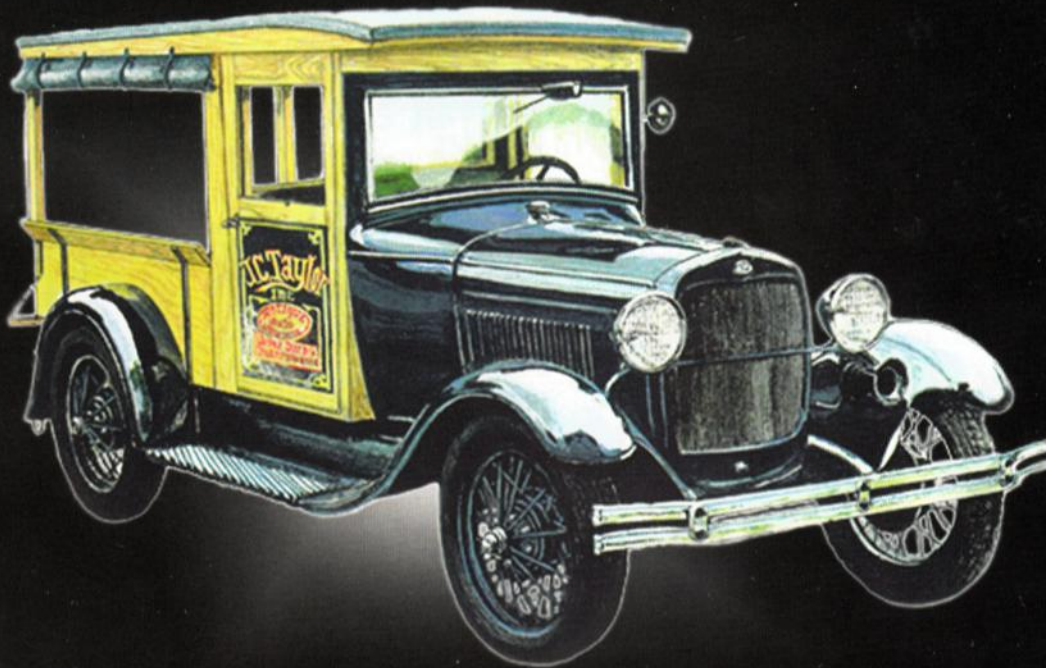
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Virginia Beach Airport - 1341 Princess Anne Road - Virginia Beach VA 23457
8 am to 3 pm Saturday, September 29, 2012

Show Information:

- TRAACA Annual Meet Chairman –Kit Lawrence: (757) 651-0791 or email chrisblawrence@gmail.com
- TRAACA President - Bob Stein – 757-588-6200 or email posti@aol.com

PARTICIPANT REGISTRATION FORM - PLEASE PRINT
Tidewater Region AACA 39th Annual Meet – September 29, 2012

REGISTER FOR THE SHOW OF YOUR CHOICE!

Check the box for your show and mail your completed registration form and check payable to 'TRAACA' to the indicated address:

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John and Marie Gancel
828 Trillium Place
Virginia Beach VA 23464

Name: _____ Phone: (____) _____ email: _____

Address: _____ City: _____ State: _____ Zip Code _____

VEHICLES MUST BE ON SHOW FIELD BY 11:00AM

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

VEHICLE 1 Make _____ Model _____ Year _____

AACA CLASS (If Known): _____ AACA National Award Winner _____

VEHICLE 2 Make _____ Model _____ Year _____

AACA CLASS (If Known): _____ AACA National Award Winner _____

First vehicle EARLY REGISTRATION (Postmarked BY September 16, 2012)	1 @ \$20.00 _____
First vehicle LATE REGISTRATION/DAY OF SHOW (NOTE: Not eligible for AACA Judging)	1 @ \$25.00 _____
Additional Vehicles (\$15 each)	_____ @ \$15.00 _____
Flea Market (Approximately 10' x '30')	_____ @ \$20.00 _____
Car Corral (Single parking space)	_____ @ \$15.00 _____

Total (includes admission to the Military Aviation Museum)

\$ _____

I would like to help judge Preserving The Past (AACA Classes): PREFERRED CLASS _____ ANY _____

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

Signature: _____ **Date:** _____