

TIDEWATER

Antique Automobile Club of America

REGION



VOLUME 53 NO. 1 JAN / FEB 2009
A Master Editor Award Winning Publication



Tony Scarpelli's 1964 Imperial





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TREASURER: Craig Casper – 5506 Elizabeth Ave. – Norfolk, VA 23502

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Teresa Horton—5057 Blackwater Rd., Virginia Beach, VA 23457
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Bill Wilcox— 829 Coverdale Lane, Virginia Beach, VA 23452-3026
Don Hobbs— 5151 Amberly Road, Virginia Beach, VA 23462

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RosterTom Wedeking & Neil Sugermeyer
SafetyBob Stein
Summer Meet Dick Pensyl
SunshineToni McChesney
TelephoneMarie Gancel
Ombudsman.....Peter Catanese
Youth Program Coordinator.....Jeff Locke
email;posti@aol.com

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J -Lai	- Viator Trudeau	Chairman	- Marie Gancel

MUDFLAP STAFF

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

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Address all correspondence to the editors:

Marty & Neil Sugermeyer, 3533 Kings Lake Dr.,²Virginia Beach, VA 23452
Email tcsugemdragonfly@yahoo.com

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**President
Linda's
Message
for
Jan/Feb
2009**

*Editor's note:
This is Linda at
the beginning of
our Fall Tour.
Her enthusiasm
for Tidewater
Region shows!*

I am sure we will all remember the blizzard of 2009. As the storm front moved toward our area, I became the Tidewater Region President! Due to unfortunate circumstances Dan Ciccone will not be able to serve as our leader. Dan devoted a lot of time and effort to our Region and he will be truly missed. The board has selected by unanimous vote Bob Stein as our new Vice President. He brings with him some excellent experience and thankfully will also continue as our talented Web Master.

The board of directors is here to serve you the members. My goal for the year is to encourage all of you to come out and join in the fun. The Activities Committee has already been hard at work planning for the year, and a new calendar should be available soon. **Our first event of the year is the "Winter Blast", destination the Outer banks.** Our Swap Meet is coming up soon and we appreciate all the volunteers we can get. It is you the members that help the TRAACA be a success! I will keep each member in mind as we move into the future. Coming soon you will **find the Mud Flap available on line and don't worry, you will still be mailed your copy.**

An exciting change is our dinner meetings will be held at The Aberdeen Barn. The food is excellent and we were able to negotiate the same price. I am open to all your ideas and suggestions and please take advantage of our ombudsman, whose job is to represent each of you. I am proud to be representing the TRAACA in Philadelphia this year as we preserve our hobby and our club. Thank you for your support and I am looking forward to seeing all of you at the next dinner meeting.



"Each day comes bearing it's own gifts, untie the ribbons."
unknown

Announcements

WELCOME NEW MEMBERS

Charlie & Sandy Dawson
4292 Charity Neck Rd. Virginia Beach, VA 23457
email: Pungo9@erols.com

Augustine & Herta Okonkwo
1112 Gerenium Cr., Virginia Beach, VA 23453
email: hsokonkwo@aol.com

Fred & Katherine Carr Jr.
1613 Star Grass Rd., Virginia Beach, VA 23454
(email: Kathycarr@cox.net)

*TRAACA Dinner Meetings have moved to
the Aberdeen Barn
on North Hampton Blvd, Virginia Beach.*

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1964 Imperial

By Toni Scarpelli

This 1964 Imperial was lovingly owned by Ruth and Russell Hawk of Hampton Virginia. The car is an unrestored original. It has the original exterior paint, chrome and trim. The interior is all original to include the leather seats, the rug, floor mats, headliner and chrome. The seat covers were installed when the car was new.

Russell Hawk worked at the shipyard and was always a Chrysler type of guy starting with his first car; a 1931 Chrysler Model 80. He maintained his own cars and made notes on all maintenance that was performed.

In 1964 Russell and Ruth talked about trading their 1950 Chrysler Windsor on a new Chrysler. Unbeknownst to Russell, his wife traded in their Windsor and money that she had saved and bought the Imperial. She had it delivered on his birthday as a surprise. Ruth told Russell that the old Windsor was acting up and he came outside to see what was wrong. Upon seeing the Imperial, he told her it was beautiful but that they could not afford that model car. Ruth told him what she had done, and when he realized that the car was really his, tears formed in his eyes.

Russell maintained and cherished his Imperial. It was last car he owned until his passing a few years ago.



Tony and his friend Leslie McGinn in the Imperial on the Fall Tour.

Imperial Facts and Trivia

- Imperial was the designation for the most luxurious Chryslers at various times between the late 1920's and 1992.
- Imperial became its own make separate from Chrysler from 1955 to 1966. The Chrysler name does not appear anywhere on Imperials made in those years.
- Imperial became its own make because corporate executives felt that the car could be more competitive against Cadillac and Lincoln if the Imperial name was separated from Chrysler.
- In 1960 all automobiles made by Chrysler except the Imperial switched from chassis to unitized construction. The Imperial utilized a chassis through model year 1966. Chrysler engineers felt that a chassis filtered road noise and road smoother than a unitized body, and therefore should be used for its luxury Imperial.

- Imperials from 1955 until 1962 were designed by Virgil Exner. This was known as the era of the "Forward Look". Under Exner's era at Chrysler, the style of the Corporation's cars from outdated in 1954 to the industry styling leader by 1957. The Forward look was marked by emphasis on the rear of the car with long sweeping tail fins housing the lights in the rear.

- The best selling year for Imperials was in 1957. Over 30,000 were retailed. Imperial actually outsold Lincoln in the calendar year. After this promising year, Imperial sales would slowly decline until it was no longer a separate make and again delegated a top line Chrysler after 1966.

- Unfortunately, by 1960 Chrysler cars and especially Imperial styling was looking very dated and odd. In 1962 Exner left and was replaced by Former Ford designer Elwood Engel.

- Engel's claim to fame at Ford was the slab side 1961 Continental, considered today a landmark design, and the torpedo shaped 1961 Thunderbird.



The sleek dash and lovely interior are in excellent condition in this original car

- Upon arrival at Chrysler Engel made small changes to the 1963 and 1964 Chrysler line until his designs could be fully implemented in 1965.

- The 1964 Imperial was a major but not totally complete redesign for Engel. The Imperial previewed where Chrysler design was headed. The Imperial looked very Lincoln like with slab sides and a chrome spear running the length of the car at the top. This spear was an Engel trademark and would be used on all 1965 Chryslers.

- The 1964 Imperial sold better than all other Imperials except for 1957.

- Because Imperial was the only chassis car in the Corporation and was produced in such small numbers, Chrysler could not afford to change the parts that were the most expensive to manufacture.

- The fire wall, windshield, and vent windows were used in all Imperials from 1957 to 1966 though these Imperials are very diverse in design.

- On this 1964 Imperial, if you look at the windshield, you can see that the "A" pillar does not meet at the front of the door as in other cars, but about 6 inches behind the front door opening.
 - If you look at the side of the windshield you can see it does not line up with the top door crease. Engel did a good job of working within the constraints that were imposed on him. The 1964 Imperial is still a striking car today, at least in my opinion.



The powerful 340 HP V-8 engine



Note the armrest built into the door and the unique handle.



Left: The impressive Imperial Eagle hood ornament

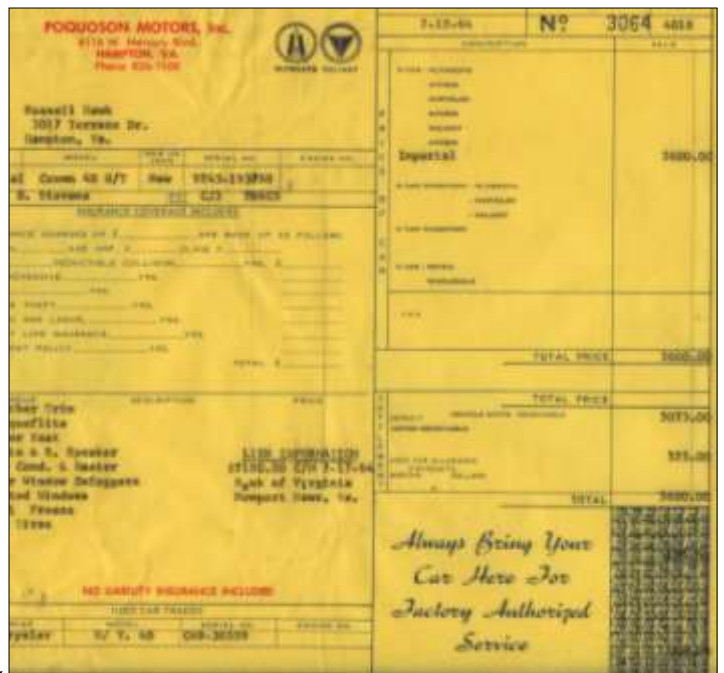
Below: The stylish trunk and tail-lights design



The beautiful rear upholstery looks untouched.



The original window sticker(left) with an asking price of \$6,418 and the sales receipt (right) for \$5,600 are included in the car's documents.





Editorial

By Neil Sugermeier

We are rapidly approaching February, and a fair percentage of the membership still have not renewed for 2009. The club has a great calendar of events planned

for the year, starting with the Winter Blast to the Outer Banks, and our new leadership needs the support of every member to make this another successful year. If your Mud Flap has a reminder stamped in large red letters on the outside to send your dues renewal, you are among those who still need to send Treasurer Craig Casper \$20.00. Be sure you also have paid your National dues. The forms are on the Local and National website.

By mid February, Tom Wedeking and I will go through the annual membership roster revision so that it can be printed and copies sent to everyone as well as on time to AACA National headquarters. As dues are due by 1 January, there should have been plenty of time to do this, but this year the number of renewals still outstanding makes the job much more difficult. Please help us by taking care of this oversight. No one wants to be left off of the roster, but that is what happens to those delinquent when we start the revision.

Marty and I are looking for articles from members to go along with using their car on a Mud Flap cover. We don't have many for future issues, and if you write one, we can help with the pictures. It's a good way to get some recognition for your pride and joy. The car doesn't have to be flawless, just presentable, and the write-up should fit on a page or so. Keep in mind as an incentive that if worse comes to worse we'll put Kermit on the cover. Hopefully, we'll be swamped with submissions!

This issue, we are going to depart the dark ages and try going on line with the Mud Flap. You still will get your hard copy as well, and I will need a count of who wants to only receive the Mud Flap electronically for future distribution planning. At present, as you know, we use bulk mail to get the newsletter to the membership. It costs about 26 cents per issue to mail, as well as printing costs of about \$2.50 with the color cover. In order to use bulk mail, we must send out a minimum of 200 copies, which we are just barely able to do. To mail the Mud Flap First Class, folded, is about \$.80 per issue. To send it flat in an envelope is over \$1.20 per issue since the post office now considers the 9 x 12 envelope we used to use oversize and charges a premium mailing rate. We also must consider that not everyone has a computer and still must get a Mud Flap in the mail, and some of us don't enjoy reading a publication on a computer screen. So, we'll try it both ways for a while, with the goal of finding the most effective and least expensive way of getting the Mud Flap to every member. Let us know your thoughts.

Board Meeting

December 9, 2008 – TRAACA

By Linda Pavlidis, Secretary

NOTE: These minutes have been approved by the TRAACA Board Jan. 13, 09, as amended.



The board meeting was called to order at 6:35 pm at Priority Chevrolet. Members present were Riley Best, President; Dan Ciccone, Vice-President; Craig Casper, Treasurer; Linda Pavlidis, Secretary; Board members Dot Parrish, Scott Davies, and Mickey McChesney. Also present were Ken Talley and Bill Wilcox.

Three new members were brought before the board; Charlie Dawson (Sandy); Augustine Okonkwo (Herta); and Fred S. Carr Jr. (Katherine);

There was no secretary's report, as Linda Pavlidis was unable to attend the November meeting and no minutes were taken at the meeting. Craig Casper gave the treasurer's report.

OLD BUSINESS: The awards to be given out at the Banquet were discussed. A new award called the "Century Award" was discussed. It would be for a 100 year old car that must be driven and shown. Dan Ciccone motioned that this award be pursued and Scott Davies seconded the motion. Dan Ciccone suggested we have envelopes with names of the winners for the awards to be given out at the banquet and also advised that we need pictures of the cars for the restoration award winners.

The matter of our annual donation to the AACA was brought up and Riley Best said he would like to see the matter deferred to the new board. Ken Talley said he would like to see \$1,000 be given to the library or museum. Dan Ciccone said that we would have to bring it up at the installation banquet since the amount exceeded the \$300 set out in the by-laws if he was to carry a check with him to the February meeting in Hershey. It was pointed out that the installation banquet has never been used to address club business. Craig Casper said we should just table the matter until the January board meeting and then bring it up before the members at the February dinner meeting and just mail a check to AACA. Dan Ciccone made a motion that the matter of the donation be tabled until the next board meeting and Riley Best seconded. The motion carried.

NEW BUSINESS: Dwight Schaubach has graciously offered to have a chicken barbeque at his house in Suffolk for the club when he and Jane return from their trip to China. Possibly this will be the club picnic in June?

Riley Best brought up the matter of not charging 50 plus year members and that we have a by-law change reflecting this retroactive to January 1, 09. Fifty year members would receive a gold name tag and lifetime membership. Craig Casper motioned we amend the by-laws as such, Dan Ciccone seconded.

Ken Talley advised that the only 25 year member to be recognized this year is Bob Woolfitt. Craig Casper will order the silver name tag.

Ken Talley advised that all the club property is in the trailer now, that he made shelving for things. We do need to figure out how to store the signs. Bob Hampton will be in charge of the signs and the PA system from now on instead of Mickey McChesney. We need to have a place to park the club trailer – Riley Best offered to have it parked at his residence, as Ken Talley has done it for 12 years. Also, people need to check the supplies BEFORE buying anything, as we are overrun with cups. Riley Best said he will make an inventory of the contents of the trailer.

Bill Wilcox and Ken Talley are planning the fall tour which will be the weekend of October 24th. Dick Pensyl will be chairing the meet in September.

Keith Colonna told Riley that the antique boat and yacht society wants to have a “keels and wheels” function at Town Point Park when it is finished in September. This will be sponsored by the City of Norfolk and Fest Events. There would be a concourse and judging.

Ken Talley's brother-in-law had a book of photos of our fall meet put together and Ken is going to buy a second one to be presented to Jerry Yagin. Riley suggested we might want to get one for Dwight and Jane Schaubach.

Ken Talley said we are out of the AACA chips and need to order more. Riley said that Francine will know how many we got the last time we placed an order. Ken said we have a good supply of the boards.

Dana Meadows will be the new advertising chairman and all ads will run from January to January. There being no further business the meeting was adjourned at 7:48 pm.



SILENT AUCTION

Our Silent Auction had the usual capacity crowd and more goodies than you can imagine. Of course there were car parts, car related literature in the form of books and magazines (some recent and some very old), decorative items including some handcrafted jewelry courtesy of Sue Bond, some goody baskets and some home baked goodies (always a winner) and lots of other stuff. The silent auction was followed by a live auction that always includes some hilarious moments such as Sam Kern wearing a very fetching ladies hat.



Sam Kern keeps track of the action while Jenny Lail considers her next bid.

A new attraction was added this year, the Turkey Toss. If your aim was good, you went home with a turkey for your holiday meals. The Silent Auction netted the club quite a few bucks and gave us an opportunity to free up some space in our homes and garages. It's important to make room for the goodies that you bring home. With this type of enthusiasm, no doubt, this event is already on the calendar for next year.

TRAACA HOLIDAY CELEBRATION

What a way to end the year. Despite the holiday rush, a large number of our members enjoyed dinner at McCormick and Schmick's at Town Center followed by the show at the Sandler Center, "Debbie Reynolds, An Evening of Song and Comedy". During Debbie's break we were treated to clips from her spectacular film career. This was a great way to start to the holiday season!

"Now picture this", says Merrit Horne as he wishes Tyler Gimbert and Neil Sugermeyer 'Bah and Humbug'!



TRAACA ANNUAL BANQUET

By Neil Sugermeier

On Saturday, January 10th, Tidewater Region held its annual awards and installation banquet at the Aberdeen Barn. After a superb dinner, awards were presented and the installation of officers took place. Award winners were as follows:

The Ivie Lister Award, a new award donated by Dan and Angie Ciccone recognizes the year's best British car the first winners are Bob and Linda Pellerin - 1936 Austin. The Century Award will be awarded at a later date. The Bill Holmes/Overland Award went to Terry and Susan Bond - 1914 Ford.



TRAACA Dinner Meeting Trophy – Viator Trudeau

The TRAACA Restoration Award went to Al & Sharon Mercer – 1922 Mercer, George and Sheila Gurnee – 1932 Oldsmobile, Dick and Jan Pensyl - 1929 Chevrolet, Richard and Sandy Hall – 1935 Packard and Gordon and Nancy Garnett – 1971 Lincoln. The MudFlap Award had two winners, Linda Pellerin and Terry Bond. The Bartlett Bowl went to Bob and Linda Pellerin.



Left: Merritt Horne awarded the Merritt Horne Participation Award to Terry and Susan Bond.

Angie Ciccone received the Spark Plug Award. The LaLique Award went to Ken Talley, and the Beaulieu Club Award was presented to Bob and Linda Pellerin – 1936 Austin.



URGENT LEGISLATIVE NEWS

By Tom Cox

Some of you are no doubt aware that the Senate and Congress are considering funding another ill advised cash for clunkers program. In the past, such scrappage programs have been largely funded and administered at the State Level. Unfortunately, the Senate and Congress are poised to ram a stimulus package through within thirty days of the Inauguration. Many representatives in both Houses, at the urging of car dealers and manufacturers, are petitioning the Obama transition team to support a Federal scrappage program funded in excess of 1.5 Billion dollars as part of the stimulus package.

The belief is that low income families will trade their clunker for approximately \$1,500.00 from Uncle Sam, and then rush to buy a new car. In addition, it is believed that buying and scrapping these 13 year old and older cars will clean the air. Both assumptions are heavily flawed.

Many of the cars traded in under this plan would have been driven sparingly, if at all, and many would likely come from junkyards and junk dealers. Additionally, these vehicles aged 13 years and older are a minimal part of the pollution problem due to their small numbers and minimal annual mileage driven. This is another feel good proposition that never accomplishes anything but making bureaucrats feel useful rather than addressing true causes of air pollution.

Low income families will never be able to run out to buy a new car simply because someone gave them \$1,500. New cars cost far more than that. \$1,500.00 will not cover taxes, DMV fees, and the higher insurance required on most new vehicles. Not only will these lower income folks not be able to access a new car, but they will find the cost of a used one in their price range is harder to find, as all the inexpensive cars will be scrapped under this plan. Accordingly, they will be limited to working in areas serviced only by public transportation, which will trap many in deteriorating metropolitan areas without access to better jobs.

In addition to the motorists affected, auto body shops, general repair shops, auto parts companies, and many others in our back yard will be affected negatively through scrapping cars.

Many of you may wonder how this will affect the old car hobby. It will affect us immediately in some ways and eventually in others. There will be an immediate reduction in older parts available for restoration and project cars. Old cars will be looked upon as detrimental to the environment, and will be labeled as such. Most government programs and initiatives such as this start out as "voluntary". They then become permanent, and we may all be compelled to rid ourselves of older cars, or prevented from driving them. In addition, body shops and auto service related businesses will dwindle in number, driving up repair costs. Trust that once old cars are labeled as gross polluters due to this

legislation, we will be forced into emissions testing, or even paying carbon taxes on our cars. There is even the possibility of federal auto registrations to keep track of these older cars. You and your hobby will be affected by this legislation.

If politicians really want to help in these times of crisis by selling cars, while cleaning the air they should support the following instead of cash for clunkers:

Allow an above-the-line tax deduction for interest, sales and excise taxes associated with the purchase of a new car as put forth in Bills S 3684 & HR 7273 from the 110th Congress, or provide a tax credit/voucher for everyone towards the purchase of a new or used car, a more efficient car, etc.

Provide tax credits to help repair or maintain an older vehicle since this employs the folks who make the parts, sell them, install them etc.. This will offer the owner added performance, drivability, fuel mileage... and significantly reduce pollution, since maintenance and not age is the greatest factor affecting air pollution from vehicles.

It has come to my attention that Congressman Rich Boucher (D) of Virginia, Chairman of the House Subcommittee on Energy and Air Quality, is a major driving force behind this legislation. You will find his contact information below. Please write him via the E-mail link on his web site below, or better yet, contact his Washington office at:

Congressman Rick Boucher—2187 Rayburn House Office Building - Washington, D.C. 20515

202-225-3861 (It only takes a minute to call)

202-225-0442(fax)

Web site e-mail contact

http://www.boucher.house.gov/index.php?option=com_content&task=view&id=645&Itemid

On behalf of your fellow hobbyists, I thank you in advance for your action.

Sincerely,

Tom Cox, VP Membership AACA, President Southwest Virginia Car Council, Past President Virginia Museum of Transportation

CLUB STORE

By Mickey McChesney,
Club Store Chairman

I'm in the process of ordering stock for the Club Store. I'll be ordering some short sleeve shirts, hats and denim shirts for stock. Stock shirts will be sizes medium, large and extra large. If you require sizes larger or smaller I will order as required. Please let me know of your needs.



CURRENT STOCK

Denim long sleeve	med., large, xlarge	\$25
Short sleeve knit	large, xlarge, xxlg, xxxlg	\$25
(Various colors)		
Hats,		\$10
Car hobby neckties	various themes and colors	\$10

NEW STOCK TO ORDER

Denim, means or ladies:	\$25
Short sleeve knit	\$25
Short sleeve jersey knit (men's or ladies)	\$25
(above men's w/pocket)	\$27
Sweatshirts	\$25
All new shirts larger than xl add \$2.00	
Embroidered names on right breast add \$3.00	

Ombudsman . . .

By Peter Catanese

Webster defines it as: "one that investigates repeated complaints, reports findings, and helps to achieve equitable settlements".

That's not exactly what I had in mind when I took the job.

What I had in mind was to hear from as many of you as possible to get your thoughts on how to increase your participation in our club. What should our club activities consist of to get you to participate more? What are the things you enjoy the most? Maybe you would like to see our club UN-DO some of the activities for those things which you do not like to do. Hopefully we can increase the DEGREE of participation and more of "you'all" join your fellow members in the many activities that we have during the year.

Of course, I'm still available for anything that falls under the Webster's definition also. Peter J. Catanese 757 681 7991
E-mail: ilgatto1932@aol.com

From the AACA Rummage Box SHARE YOUR RIDE

By Tom Cox, AACA VP Membership & Development
Most of us, and our cars, have been hibernating for the winter, excepting those diehards attending parades and "Polar Bear" runs. Before long, we will be inspecting, detailing, and making plans for that hallowed time of year known as "Car Show Season". Each of us looks forward to breaking out the cars and heading for the road, but mostly we look forward to renewing old friendships. An aspect of AACA that garners a lot of attention these days is the perceived "graying" of our ranks. One can hardly argue that we are all getting older, and many younger people don't seem to be as interested in the hobby as we would like. The Teenagers all seem to be into compact "Tuner" cars,

and many recent retirees are buying Harleys and hitting the road ala "Easy Rider". Sometimes, we just don't seem to be getting our fair share of new recruits.

It's likely you remember what sparked your interest in old cars. It may have been a car your father drove or one that you dated in while in high school. Others picked up the old car bug from friends and family members who were working on cars. No matter how you got the old car bug, you shared one thing with the rest of us. You fell in love with a piece of machinery, and you felt that way because of the sound, the wind in your hair, or the way it made you feel. Your experience left an indelible mark on you that lasts to today.

There are still a lot of car folks out there who have not shared our experience, but who could end up feeling the way all of us do. We need to take that experience to them. Let it settle into their consciousness, and light a spark somewhere deep in their soul just like the rest of us.

I challenge each of us as AACA members, to share our cars **this year. Take a neighbor's kid for a ride. Ask a friend or relative to join you for a club activity,...and if you really have the nerve, take the real challenge and let them drive. Yes! I said it. Let them drive, or for the faint of heart at least give them one heck of a ride. No one can ever learn to love that which they have not experienced. Share your experience and your club with everyone you can think of. Everything worth having in life is worth sharing with others. Don't forget to share the hobby. If we do, our membership worries will give way to a lot of excitement and a great future for AACA. Put someone in the seat this "Car Show Season". You won't regret it!**

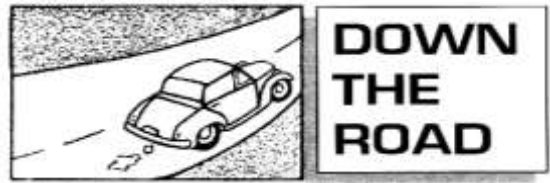


2010 AACA Grand National Meet

By Jeff Locke

TRAACA member Jeff Locke has been appointed and confirmed as the Chief Judge for the 2010 AACA Grand National Meet that will be held May 13-15, 2010 in nearby New Bern, NC. The 2010 AACA Grand National Meet is certainly an event to look forward to. Many of our club members have shown their vehicles at past AACA Grand National Meets, and this will be the 3rd such event in New Bern, NC. Vehicles to be shown at the Grand National must have won an AACA National Senior Award in 2009 or earlier.

Jeff currently has over 130 AACA National Judging Credits. He has been the Chief Judge at six prior AACA National Meets, teaches two Continuing Judges Education courses (CJE) at National Meets, has taught judging schools, and started the TRAACA Judging School many years ago. This will be the first time that Jeff acts as the Chief judge at an AACA Grand National Meet.



LOCAL

- Feb. 19..... TRAACA Monthly Dinner Meeting, Aberdeen Barn, North Hampton Blvd, Virginia Beach
- Feb. 28.....TRAACA Winter Blast, Kill Devil Hills, NC
- March 7.....TRAACA Annual Swap Meet
- March 19..... TRAACA Monthly Dinner Meeting
- March 28.....TRAACA Activity TBA
- April 11..... TRAACA Judging School
- April 16.....TRAACA Monthly Dinner Meeting
- April 25.....TRAACA Square Car Tour
- May 16..... ODMA Meet, Woodbridge, VA
- Sept 26.....TRAACA Annual Meet – Virginia Beach Airport

REGIONAL

- March 14Chesapeake Region Auto Parts Flea Market, West Friendship, MD, Tom Young 640-653-3108
- March 27-28 AACA Sugerloaf Mountain Region's 39th Annual Indoor/Outdoor Antique Auto Parts Meet, - Frederick, MD Info: Robert Clubb 301-831-0300; smraaca@aol.com
- April 2-5Charlotte AutoFair. 704-841-1990Charlotte, NC - Southeastern National Spring Meet, Hornets Nest Region

NATIONAL

- Feb.12-14.....AACA Annual Meeting, Philadelphia, PA
- Feb.26-28.....AACA Southeastern Winter National Meet - Orange Blossom Region, 26-28 - Lakeland, FL
- April 15-19AACA Southeastern Divisional Tour - Dixie Region, Birmingham, AL
- May 28-30AACA Eastern Spring Meet - Gettysburg Region, Gettysburg, PA



THROUGH THE WINDSHIELD INVITATION TO VALENTINE'S DAY DANCE

By Dick Pensyl, 2009 Meet Chairman

Tidewater Region Members have been invited to the 1940's Valentine's Day Dance to be held at the Aviation Museum. The folks at the museum have requested that we bring cars of the era – 30's and 40's. Ken Talley has indicated that he would attend with his 1939 Mercury. David Hunt from the museum suggested that we bring a poster to advertise our Wings and Wheels Show in September. I am working with Bob Stein on one now . More details on page 9 - - -



1940's VALENTINES DAY Hangar Dance!!!
SATURDAY, FEB. 14 th 6:00 - 10:30 PM
\$25 PER PERSON—Or 20% off a table for 8

What is a Hangar Dance? During WWII, dances were held in airplane hangars and they were usually put on as fundraisers for the war effort. A hangar dance is like stepping back in time. Join us for a memorable Valentines evening filled with music, romance, and history.

- A live band playing Big Band playing music from the period.
- Professional Ballroom dancers doing a demonstration and mini lessons.
- Heavy hors d'oeuvres, beer and wine.
- Attendees will receive replica WWII food ration cards and liquor ration cards to trade in for food and refreshments.
- Cigarette girls selling cigars.
- Opportunity for attendees to purchase a flower for their sweetheart.
- Prizes for the best dressed in vintage clothing.
- Special section for people to light a candle in remembrance of someone they knew who perished during a war.
- Special recognition to WWII and Korean vets.
- Singles table for an opportunity to meet and dance with other singles.
- Professional photographer around to take your picture.
- MAM (Military Aviation Museum) bucks, to purchase when attendees arrive to pay for those extra special offerings.



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www.MilitaryAviationMuseum.org a non-profit 501c(3)

TRAACA February Dinner Meeting

Our next Dinner Meeting will be in our new location, the Aberdeen Barn on North Hampton Blvd., in Virginia Beach. Most folks gave good reviews for the food, and the room is nice too. The program will be a fascinating look at early gas stations presented by Terry Bond. See you there.

Winter Blast to Kitty Hawk, NC To See Elvis

By Dot Parrish and Becky Woodall
Mark your calendar for February 28th for a run down to Kitty Hawk, NC to see the fabulous Sterling Riggs in "Tribute to Elvis". Most of us have seen Sterling Riggs several times and he does a great job. The tickets are \$21 per person and you need to call Becky Woodall ASAP - for reservations. Make the check out to TRAACA and mail to Becky at 536 Saddlehorn Drive, Chesapeake, VA. 23322-1306. This will be a one-day trip unless some of you want to spend the night. If so, you are on your own and



should make your own reservations. Wally recommended a newly remodeled motel – Colony IV. Phone is 252-441-5581. The owner said he would give the club a good rate.

For those that want to caravan down, and have dinner before the show at Maco Mike's Restaurant at 1630 N. Croatan Hwy, Kill Devil Hills, NC, we will meet at Greenbrier Mall in front of Sears at 2:45 PM and leave at 3 PM to go straight to the restaurant. Let Becky Woodall or Dot Parrish know if you are going down with us. Maybe some people would like to carpool.

At this time many of the restaurants are closed. Black Pelican, Mako Mikes, and Western Sizzler we know are open. Also Coinjock Marina is open on the way down. If you choose to go on your own, please be at the theater by 7PM to get your tickets. The address is 3848 N. Croatan Hwy. Kitty Hawk, NC. The deadline to reserve tickets for the show is February 20th.

> 2009 SWAP MEET <

By Neil Sugermeyer

Mark your calendar for 7 March, 2009 to attend the annual TRAACA swap meet at the Hickory Ruritan Club. Set up for vendors begins at 0700, and the doors open for the public at 0800. In years past, we've had snacks available, and this year is no exception. Additionally, the Club store will be set up for anyone who wants to purchase TRAACA items such as shirts and other clothing items.

This has always been a fun event for the entire Tidewater area automobile hobby. There will be a wide variety of vendors with all sorts of auto related stuff to sell, as well as some vehicles for sale. Check out the registration form elsewhere in this issue of the MudFlap or on line at the TRAACA web site if you want to be a vendor. The sooner you sign up, the better.

In order to make the Swap Meet happen successfully, we need every member to participate. In particular, we need lots of help directing traffic and parking visitor's cars, as well as helping vendors get into their spaces. We also need help in the kitchen collecting for and serving food. Please contact Neil Sugermeyer (486-5456) or Terry Bond (482-5222) if you are willing to help. In order for the event to be successful, a lot of us need to chip in a few hours to make it happen. Your effort is rewarded by the opportunity to find a neat item or two, spend some time with friends you haven't seen in a while, and help the club present the kick-off for the 2009 car hobby season.



In this photo from last year you can see that Bob Green (center) had some interesting stuff.

Flea Market

Celebrity Spotlight

For Sale:



The Humor Section



TOOLS EXPLAINED

contributed by Steve LaPaugh

1978 Lincoln Continental Mark V for sale. Cordovan and tan. Bill Blass edition with leather interior. Loaded. AACA first junior and senior awards. Old Dominion junior in 2008. 52,000 miles. Asking \$18,500. Call Gordon Garnett for details . (757) 838-1716.

20 Foot Bri-Mar open trailer. Four wheel brakes, spare, front shield. Only 2 years old. Asking \$2900. Call Gordon Garnette for details.. (757)838-1716



FINISHING UP FOR 2008

Winner	Vehicle	Class	Award
Knuckleheads Restaurant, Va Beach			by Khedive Shrine for gifts and toys to the Shrine Burn Hospitals, Nov. 23, 2008
Bob Parrish	1958 Chevrolet Corvette	-	Best in Show

AACA Southeastern Fall Meet, Cleveland, TN. Sept. 20, 08			
Al & Sharon Mercer	1922 Mercer	17a	1 st Junior
William T. (Tom) Cox	1982 Datsun	25d	1 st Junior
Claire & Peter Catanese	1965 Vw	27g	1 st Pres.
James Elliott	1966 Chevrolet Corvair	27g	Rep Pres.

AACA Eastern Fall Meet, Hershey, PA. October 11, 2008			
Robert Woolfitt	1934 Packard	19c	Rep.Pres.
Robert Pellerin	1937 Volvo	20d	1 st Junior
Don Whitlow	1964 Thunderbolt	24a	Rep.Pres.
James Elliott	1966 Chevrolet Corvair	27g	Rep.Pres.

Have you started planning for the 2009 shows? Don't forget 2010, AACA's 75th year, and the big celebration planned for July in Louisville, KY.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh --'

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMN-IT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMN-IT' at the top of your lungs. It is also, most often, the next tool that you will need.

HAVE FUN WITH TRAACA IN 2009!

Think of buying or selling a garage (with house attached)?

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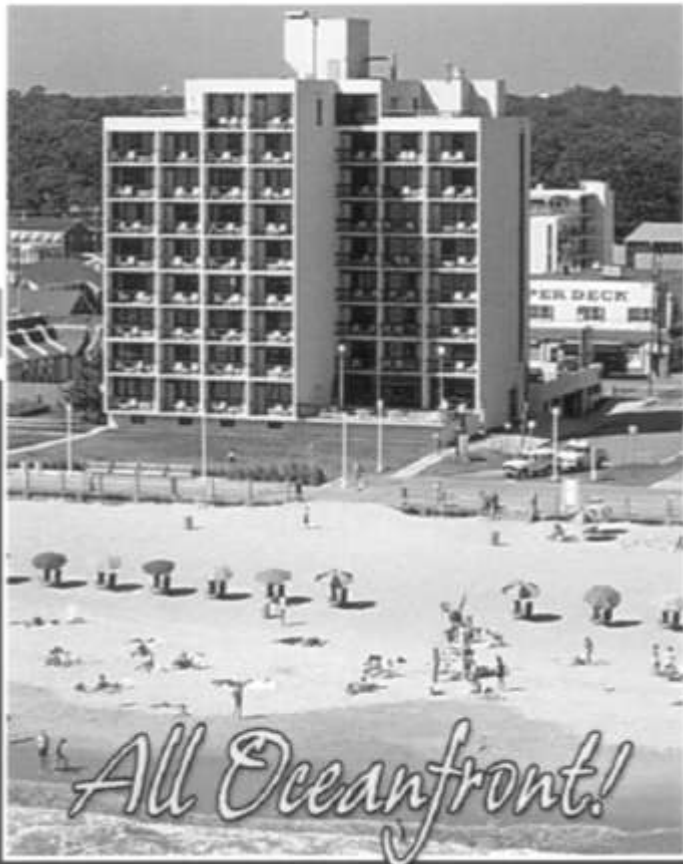
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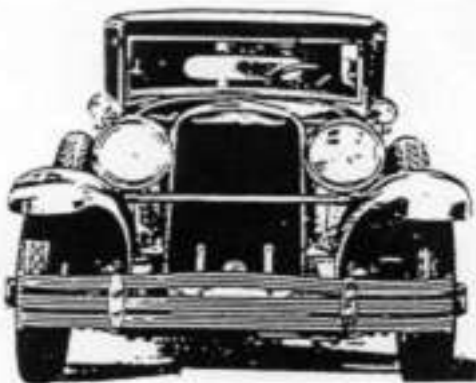
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