

TIDEWATER Antique Automobile Club of America REGION



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



John & Lynn Heimerl's 1935 Chrysler C-2 Imperial Coupe

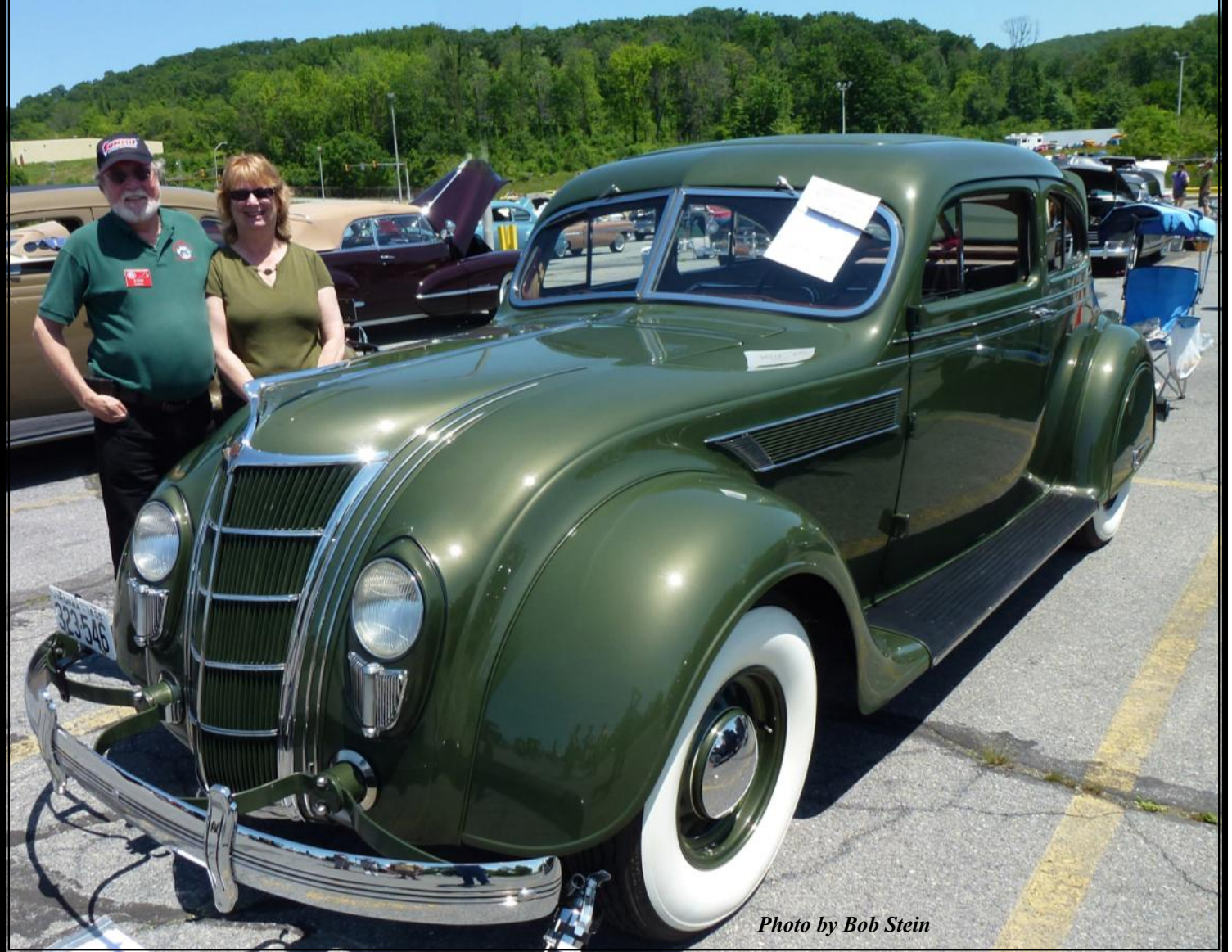


Photo by Bob Stein



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VICE PRESIDENT: Wes Neal - 1308 Smith Cove Circle, Virginia Beach VA 23455 (321-6325)
SECRETARY: Tony Scarpelli - 6 Yarmouth Circle, Newport News, VA 23602 (810-1600)
TREASURER: Jim Villers - 3133 Inlet Road, Virginia Beach VA 23454 (481-6398)

BOARD OF DIRECTORS

Linda Pellerin (President Emeritus) - 2008 Compass Circle, Virginia Beach, VA 23451 (481-3380)
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 John Heimerl - 1456 Bridge Point Trail, Suffolk, VA (255-2727)
 Barbara Talley - 1535 Newland Road, Chesapeake VA 23322 (421-7534)
 Bob Roughton - 4158 Hermitage Road, Virginia Beach VA 23455 (464-6484)

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Legislative Terry Bond	OmbudsmanPeter Catanese
HistorianRichard Hall	Youth Program CoordinatorJeff Locke
MembershipBob Parrish	Web MasterBob Stein. email;posti@aol.com

TELEPHONE COMMITTEE

A - Bol - Sylvia & Bob Roughton (464-6484)	Mc - N - Debbie Meadows (460-0270)
Bon - Cata - Frank Waldner (430-2770)	O - P - Carol Avenson (549-1008)
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How - Ki - Alan Ives (547-2234)	Out of Town - Margie Ives (547-2234)
Kn - Ma - Viator Trudeau (547-3940)	Chairman - Margie Ives (547-2234)

MUDFLAP STAFF

Co-editors - - - - - Marty and Neil Sugermeier
Photography - - - Marty and Neil, Terry Bond, Bob Stein, and others
Advertising - - - - - Tony Scarpelli (810-1600)
Technical assistant - - - - - John Gancel

Distribution of the Mud Flap - - Jim Villers ((481-6398) Email—190sljim@cox.net

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Address all articles and information for the Mud Flap to the editors:

Marty & Neil Sugermeier, 3533 Kings Lake Dr., Virginia Beach, VA 23452 (757) 486-5456
 Cell - (757) 761-1244 Email tcsugemdragonfly@yahoo.com or nsugermeier@yahoo.com

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President Bob's October Message

It's been a busy summer, with hobby-related activities available just about every weekend since early May! We should have our 39th Annual Meet behind us (I am writing this about a week before the big event), thanks to the efforts of Meet Chairman Kit Lawrence and his fantastic crew of volunteers. Tony Scarpelli stepped up to the plate as Vice Chairman this year, and will make a terrific Meet Chairman in 2013.

Speaking of stepping up to the plate, we have a terrific Fall Tour set up by Dick Chipchak, Tyler Brown, and Richard Hall on the 28th and 29th of this month. We'll be heading up to Monticello and visiting local wineries at the peak of the leaf season. It should be a great trip, and Mildred (37 Pontiac) and I are looking forward to it! Look for tour details in this issue of the Mud Flap.

Also in this issue, the Nominating Committee has completed the slate of TRAACA officers for 2013 and the results are located to the right in ANNOUNCEMENTS. These are the club members deemed best suited to fill the open club officer and board positions. The nominations will be made formally at the October dinner meeting. Members are welcome to make additional nominations at that time. If no additional nominations are made, the membership present will be asked to vote on the slate of officers presented. If additional nominations are made, voting will be postponed until November to allow the rest of the membership to be informed of additional choices.

This issue of the Mud Flap is the next to last for editors Neil and Marty Sugermeyer, and we still have no replacements. You all know how important this is. 'Nuff said.

Hope to see you all on the Fall Tour!



Announcements

**THE FALL TOUR
REGISTRATION FORM
IS ON THE INSIDE
BACK COVER**



2013 Slate of Officers & Board

- President - Wes Neal
- Vice President - Jim Villers
- Secretary - Tony Scarpelli
- Treasurer - Chris (Kit) Lawrence
- Board (returning) - Dick Chipchak
- Board (returning) - John Heimerl
- Board candidate - Marion McAlpine
- Board candidate—Skip Patnode
- President Emeritus—Bob Stein

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**HAPPY
MOTORING**



The Six-Passenger Airflow Coupe

By John Heimerl

It's always been said, the hobby of collecting and restoring old cars takes patience. We all know it's true. It took us ten years and two cars to get to the Airflow Imperial six-passenger coupe we had hoped to find.

Years ago, I read all of the old Airflow Club Newsletters and rosters, just to learn what I could about these odd art-deco cars. In the process, I discovered several "ghost cars", which were listed as having attended shows in the 60's, only to disappear from sight. I set my sights on one of those cars. Sold new in Reading, PA, at Hettinger Brothers Chrysler-Plymouth in 1935, it was one of only two hundred 1935 Chrysler Airflow Imperial Coupes made. It was also well cared for, as by 1957 it was traded in with no rust or damage at the same dealership where it was sold new, and landed on the used car lot.

Phillip Daniels and Bob Spanoff were salesmen with Hettinger, and were taken by the old fastback Airflow. They knew it was rare and discussed buying it as an investment. They were still thinking about that when a lot boy used the running Airflow to push-start a Studebaker with a dead battery. The back bumper of the Stude over-rode the Airflow front bumper, and the grille was crushed. That did it. Phillip and Bob bought the car. Years later when we found it, the grille was still bent and broken in the center.

But, I'm getting ahead of the story. How did we finally find it? I had (along with friends) already made a lot of calls around Reading, Pa., with no results. All old addresses were dead-ends and Hettinger Bros. was long-since out of business. But one day in 1995 an ad appeared in Old Cars weekly offering a "lifetime collection of rare and valuable Mopars". There was only a phone number and a list of cars. And a 1935 Chrysler Airflow Imperial coupe was on that list!

The club member who originally told me he had seen the car in 1966 called to tell me about the ad. But he said, "Don't bother calling, I already did, and the number reaches someone who has no collector cars." Undaunted, I tried an old trick: swap out the order of the numbers. On the second try, the call was answered by the same Phillip Daniels who years before had rescued the old Chrysler. He had wondered why no one had called until I told him the number was misprinted.



The slim line Philco cathedral radio is unusual.

And sure enough, it was the same car. We hooked up the trailer the next day, met Mr. Daniels 50 miles west of Reading, saw the car, and immediately knew we were going to take it home. It had a terrible re-spray and really ugly seat covers, but it was complete and rust-free! By then, we had already bought the only other Imperial Coupe that was for sale, so now we had two! As one person joked, we were the Air-

flow Imperial Coupe capital of the world!

It was good to have both cars together for a while, and we learned just how different low-production cars are in their details. Eventually the first car we bought, which had been given a marginal rust repair, was sold to the same friend who called me about the ad in OCW. He restored that car quickly with the intent to flip it, and in less than eighteen months it was done and had a new owner. Meanwhile, we overhauled brakes, lapped some valves, and replaced the muffler on the Daniels car, and we were soon touring with the Tidewater Region to Manteo in the fall. We drove the car to meets and functions for five years, and started restoration in 2001. For us, a frame-off restoration meant really stretching the budget, so work was done as we could afford to, and the project was completed (are they ever really done??) in the fall of 2011. We kept the mileage unchanged at 64,000 original miles rather than spinning back the clock, even though everything was rebuilt or replaced with NOS parts. It was a big moment when the car returned to Reading for the Spring National meet in 2012, where it was met by Brad Hettinger, grandson of the dealer who sold it new, and it also received its First Junior AACA Award.



The grill and parking lights are ultra Art Deco. Note the National 1st award badge.



The dash is typical of cars of the 1930s with some Art Deco touches.

The 1935 Chrysler Airflow Imperial coupe was a limited-production luxury car. It cost \$1695 in a time of \$400 cars, and was delivered with a deluxe four-door heater, a Philco cathedral radio, and factory-installed glove box door clock. Standard features included hydraulic power assist brakes, automatic choke, oil filter, safety glass, safety Airwheel Goodyear tires and automatic overdrive. The 129" wheelbase made it the largest Airflow coupe made. Power was supplied by a 323 c.i. straight eight with aluminum "Silver Dome" cylinder head. The three-speed synchronized Warner transmission was mated to one of the first automatic overdrives available. And it still sports its original "Use High Compression Gas Only" fuel cap. And why a "six-passenger coupe" with "enclosed rumble-seat"? Because it was the first coupe wide enough to actually carry six. We've done it!

This was a "car of firsts". And although it shocked the public when it was introduced, soon enough all cars become streamliners, and the world of automotive design was changed forever.



*Left:
The 323 c.i.
straight eight
with aluminum
Silver Dome cyl-
inder head.*

*Below:
John and Lynn
receive the Best
in Show trophy at
the TRAACA Fall
Meet held at the
Military Aviation
Museum in
Virginia Beach.*





Editorial

By Neil Sugermeyer

We are already into fall, and there are still a lot of activities left before the year ends. By the time you read this, TRAACA will have completed another great annual meet at the Military Aviation Museum, Hershey, the Granddaddy of all car shows and swap meets is right around the corner, our fall tour is close behind that, and the Christmas party isn't that far off. So, don't even think about putting your vintage iron away until the last minute – there's plenty to do to keep it ready to roll.

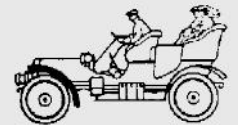
The last week or so, I've been getting ready for my annual pilgrimage to Hershey. I've had a booth there for many years, and as we are now on blacktop, the specter of knee deep Hershey mud is a distant memory. Except for the White field that used to be in the old Hershey Airport across Hershey Park Drive from the present meet location, I have been in all the fields, often with the mud, as the meet location shifted to meet the requirements of the growth of the area. Many years ago, the entire car show was held inside the old Hershey stadium, and as the event grew, it gradually spilled to just outside the stadium, with newer antique cars displayed in a field adjacent to the stadium. The flea market, at first a few vendors on the service road to the stadium, grew into what became the Blue field, which was where the amusement park now is now located.

The flea market kept growing, necessitating expansion to the old Red field, located where the outlet mall is east of Rt 743 on Hershey Park Drive, and after the airport was closed, the White field opened there as the swap meet part of Fall Hershey grew even larger.

As the amusement park grew in size, the Blue field shrank, until finally, vendors located there, including me, were moved to the Chocolate field and Chocolate field annex which was created to accommodate the displaced vendors. The old Red field was closed to begin the mall development, and another field was obtained – the old Green field – located where the Giant Stadium is now situated, and this was used, mud and all, for about 10 years until construction of the new Hershey stadium again displaced those vendors. For a couple of years, the mud filled Yellow field, along Boathouse Road and Rt 39, and the White field annex on the corner of Rt 39 and Hershey Park Drive were established to accommodate the displaced old Green field vendors, and once the new stadium was completed, those disastrous fields were closed and the Green field, in the Giant Stadium parking lot, became the newest location for a good portion of the swap meet. Closure of the White field was accommodated by creation of the new Red field around the old stadium, and most recently, the Orange field adjacent to the new Green field. All swap meet vendors are now on black top! No more mud!!!

After the car show portion outgrew the old stadium and the immediate grounds, for many years it took place in what is now the Red field, but with shifts in flea market locations, it is now situated across from the Orange field in the old golf course grounds. It is the only part of the entire Hershey event that still takes place on grass, and is nicely situated among trees.

Hershey continues to be THE preeminent antique car event, providing something for every antique car enthusiast. It is a week of joyful reunions with friends from all corners of the globe, a phenomenal flea market, where given enough time, almost anything can be found to help restoration of another antique car, and on show day, many more than a thousand vintage vehicles are displayed for the enjoyment of all who attend. What a great show! And what a great experience to be a part of it! Don't miss it. It is the highlight of the antique car hobby, and well worth the trip to Hershey.



August 14 – TRAACA Board Meeting

Note: These minutes have not been approved by the TRAACA Board and are subject to change.

The board meeting was called to order at 6:36 pm at Priority Chevrolet. Directors present were Bob Stein, President; Wes Neal, Vice President, Jim Villers, Treasurer; Linda Pellerin, Past President; and Board members Dick Chipchak, John Heimerl, and Barbara Talley. Also present were Jeff Locke, Ken Talley, Bob and Dot Parrish, John and Marie Gancel, and Mickey McChesney.

Jim Villers gave the Treasurer's report and it was submitted for audit. Bob Stein read the July minutes. Corrections were noted for approval. Bob Stein gave the Sunshine Report; Bob Parrish gave the membership report.

COMMITTEE REPORTS

Activities:

- August 16 Dinner meeting featuring Bill Inge talking about old Norfolk Dealerships. 80 people signed up for the dinner meeting.
- August 19 – Bay Lake Retirement Home display has been shifted to 2-4 PM
- August 25 Visit to Phantom Works restoration shop and Orapax Restaurant.

OLD BUSINESS

- Nuts and Bolts Chapter – The Nuts and Bolts has resolved its delinquent status with AACA National. Jeff Locke provided documents to indicate that all memberships are current and that an officer's report for the chapter has been submitted.

- 2015 national meet update, Linda Pellerin noted that different hotels are bidding to be the host location – it will probably be the Cavalier again..
- Wings and Wheels flyers are available on our club website; dash plaque has been created and approved – 350 will be ordered again this year from Rallye Productions.
- Still need to get new Mud Flap Editors – time is running out, and no interest expressed so far.

NEW BUSINESS

- Bob Parrish, Bob Stein, and Tom Cox went to a ‘kick start’ meeting to get HVPR back up and running. Bob Parrish did a presentation on AACA, and the club appointed some temporary officers to get things going again. There will not be a Fall Roundup this year, but the group is thinking about a Spring event.
- Bob Stein distributed a draft proposal to establish a TRAACA Student Scholarship. Board members were asked to review it for discussion next meeting. Bob gave overview.
- The Board discussed a variety of options for the Fall Tour. Dick Chipchak and Tyler Brown are trying to put together a bus tour to West Virginia to ride a steam train and look at fall leaves. They will see what interest there is at the dinner meeting.
- The September Board Meeting was rescheduled for the 4th due to multiple conflicts. Bob Stein will be out of the country, Wes Neal will run the meeting. Bob will check on availability of meeting room at Priority on the 4th.

The meeting was adjourned at 7:12PM

Respectfully submitted, John Heimerl and Bob Stein, Acting Secretaries



BAE Shipyard Show
September 8, 2012

By Susan Bond (photos by Susan Bond)

Billed as the only car show in the world held at a shipyard, this show was organized by the employees of BAE Systems, Norfolk Ship Repair. Open to any vehicle with wheels, there was a lot of variety – from a ‘23 T Bucket hot rod to brand new Mustangs. Just after I pulled in, a band member stopped and said he used to have a ‘71 BGT he had bought used and drove cross-country, after fixing some road-debris gas tank damage. He made the trip with no problems (have to remember the cars were much newer then).

I parked next to a ‘64 GTO complete with tigers, and across from the T Bucket and a pair of ‘57 Chevies which weren’t exactly stock but were still loved. I didn’t know that Saab made a

sports car, but a pea-green ‘73 Sonett with a V-4 engine was next to me.

James Tait was able to get off work for a few hours to wow the kids with his “Back to the Future” DeLorean. The red ‘71 Corvette with 16 coats of paint (3 silver, 7 red, 6 clear, according to the sign) sparkled. Mustangs, hot rods, clones and a few antiques (but mine was the only MG) filled the car park as the Part Time Saints played music I could relate to and BAE employees and spectators voted for their 20 favorites – Tom Wedeking’s truck was one of the lucky winners. Fortunately there were a few clouds and a good breeze to temper the asphalt heat.



Sue Bond’s MG, pea-green Sonnett, James Tait’s DeLorean



BAE Shipyard Show



Tom Wedeking’s Dodge truck

Classics on the Green

Celebrating the 50th Anniversary of the MGB

Sept. 16th

By Terry Bond (photos by Terry Bond)

Just up the road, there is a place called New Kent. It's at the exit just past the rest stop on 64 headed towards Richmond. We normally just drive by.

This year, we took the exit. It led to one of the best European car shows we've attended. For the past couple of years, "Classics on the Green" has been host to some of the finest European machinery this side of the pond. The winery at New Kent is the setting. It features a wonderful old-world-style building with sculptured lawns all around, making it picture-perfect. The featured marques were Rolls Royce and Bentley, but they also celebrated the 50th anniversary of the MGB and the Triumph Spitfire. The goal was to display 50 MGBs on the field. TRAACA and of course the local MG club helped them reach their goal.

Susan's 74 MGBGT was selected for a special exhibit of one MG for each style available for sale in the USA. It looked pretty good there among so much history, representing the GT model. We weren't eligible for prizes but received a special bottle of wine with a "Classics on the Green" label. There was an MG trivia contest for participants, with answers to be found on signs, in the program and in announcements. Susan managed to win a gift card for MacArthur Mall by answering all the questions.



Susan Bond's MGBGT At New Kent Winery

Elsewhere on the showfield, the Swensons displayed their MGB and won best in class for it. Bob Stein had two cars there (I drove one of them up) and brought home two awards – a 1st for the TC and a 2nd for his right-hand-drive MGBGT. I really enjoyed piloting "Rodney" to the show. Aside from some strange looks from passers-by, it felt pretty good to be on that side of a car again as it has been many years since we drove in Scotland and England. The only confusing part was the inclusion of a couple of "round-a-bouts" approaching the winery.

In the non-MG crowd, Bob and Linda Pellerin had their 1937 Volvo on display. Not only did it win best in class, it received a special "Best of Europe" award. Skip Patnode was also there with his Alfa Romero, and he completed the picture with a complete Alfa race team outfit.

Awards were presented in front of the winery – a picture perfect setting. Trophies were specially bottled wine with a label commemorating the event.

There were Ferraries, Rolls Royces, Alphas, Austins, Jags, Triumphs, MGs, even a special display of Royal Enfield motorcycles. It was an amazing array of vehicles, several coming in from as far away as Maine and Pennsylvania. Among the cars displayed were many well suited for the AACA show-field, and several membership applications were handed out.

This was the "traffic" weekend in Tidewater with the closure of two river crossings for construction. British cars don't like stop-and-go traffic so we decided to go down route 106 to cross the James and take route 10 home.

We still managed to make an adventure of it though – Bob Stein's TC ran out of gas on a lonely back road. We managed to siphon enough petrol (that's the proper British word) from his GT to get to the next gas station and then a welcome dinner stop in Surry. We then got stuck in a backup on 264 at the downtown tunnel. More construction!!!

It was a great event in a superb setting, well run, and even the wine was good! It's on our calendar for next year, and if you've got some British iron, or would simply like to do a wine tasting while enjoying wonderful cars, join us.

Bob Stein receiving 1st in class for his MGTC.



The Swensons drive through the Award Presentation ceremony. First in Class! Bob and



Linda Pellerin receive First in Class and Best European Car with their Volvo.

**Military Aviation Museum Bi/Triplane Show
Our First Annual Lincoln Beachey
and Barney Oldfield Vintage Car Parade and Display
Sept 22 – 23, 2012**

By Sam Kern (*Photos by Sam Kern and Wes Neal*)

Actually we provided 2 parades-1 Saturday and 1 Sunday-for “WWI Biplanes and Triplanes” at the Military Aviation Museum. This multi-faceted and exciting annual event reenacted battle encounters of well-known Aces such as the “Red Baron” Manfred von Richthofen and the Frenchman Adolphe Pegoud, with announcer Jonathan Lichtenstein covering the “dog fighting” action as it unfolded in the skies above. Field reenactments, static displays, plenty of food, and of course, the museum itself provided more than enough to do.

The original plan was for a TRAACA speedster to actually race a vintage biplane like Lincoln Beachey and Barney Oldfield did in exhibitions in 1914 at least 35 times. This plan was nixed for safety reasons and was morphed into vintage car parades at noon on Saturday and Sunday. We really came to the rescue Sunday entertaining the crowd when the planes could not be flown due to high winds.

However, TRAACA’s racing team was well-prepared and ready for the stiff (if not overwhelming) competition. Members Mark Gresalfi and Tyler Gimbert had their cars finely tuned, well-prepared and otherwise at-the-ready to race Saturday and Sunday, respectively. Mark brought his 1917 Metz and Tyler drove his 1924 Model T Roadster from his home on Friday for the event. One lesson learned was that the Metz automobile had a strong association with the aviation community for many years. It should be noted also that Beachey and Oldfield were partners and it really didn’t matter who won the races.

Mark Gresalfi also brought his 1906 Waltham-Orient Buckboard Surrey. Sam Kern drove his 1925 Franklin Sedan, Dewey Milligan brought his 1930 Ford Model A Sedan and Matt Gresalfi brought his 1930 Austin Sixteen Pickup Truck (having been converted from an open car during WWII). We displayed our cars both inside and outside the museum, with the spectators seemingly enjoying them as much as the planes.

Thanks to all participants for their enthusiasm and for bringing their cars to the museum for this event. Also thanks are extended to Richard Hall who made the effort but couldn’t quite get his 1922 Model T Roadster up and running.



Manhattan Dolls with Sam’s 1925 Franklin



Dewey Milligan in his Model A, Tyler Gimbert (standing) and Dan Ciccone in Tyler’s Model T



Wright flyer replica being prepared for flight



*Our Cars Cued-up for Sunday Parade
(sans the 1930 Austin pickup)*



Below: Matt and Mark with the 1906 Waltham-Orient Buckboard, the 1917 Metz, and the rest of the lineup of cars



TOM WEDEKING FEATURED IN ANTIQUE AUTOMOBILE

Do not miss it! There is a wonderful article by Tom Wedeking about his 1941 Dodge Truck on pages 60 and 61 of the Sept./ Oct. issue of Antique Automobile. After the initial restoration and winning several awards, his truck was broadsided by a careless driver. When the second restoration was complete, Tom took it to ACA national meets winning Junior and Senior awards.

TRAACA MEMBERS AND THEIR CARS FEATURED IN ANTIQUE AUTOMOBILE

The article on the dual national meet and grand national meet in Shelbyville featured Bob and Linda Pellerin's 1937 Volvo PB52, William Thumel's 1967 Corvette, Al Mercer's 1922 Mercer, and Leslie McGinn in period costume stepping out of Tony Scarpelli's (also in costume) 1956 Chrysler New Yorker.

BOB ROUGHTON'S 1910 OAKLAND FEATURED IN OCW

There is an excellent article about Bob Roughton's 1910 Oakland on pages 90 and 91 in the October 11th issue of Old Cars Weekly. It really reflects Bob's passion for the early cars, especially Oaklands.

KIT LAWRENCE'S 1937 DODGE FEATURED IN DRIVE

Larry Prinz did a bang up job on his article about Kit's 1937 Dodge Winchester Suburban woodie wagon in the Drive section of the Virginian Pilot, 09/28/2012. The 1943 picture of Kit's dad with his hunting dogs and lots of pheasants shows the woodie in the mode it was intended for and reflects the Lawrence family dedication to this car.

The Reliability Tour is for vehicles 1915 and older, and is in conjunction with the Horseless Carriage members. Although we don't own a vehicle this old, we were able to ride all week in a 1914 Overland with our friends, Pat and Bill Lytle from Orrville, OH. This car performed flawlessly all week and we rode comfortably for a car that old. It was a bit breezy, but we got used to it. I also got the pleasure to ride in a 1910 Ford Speedster driven by Janice Weaver from Pine Tops, North Carolina, who handled this vehicle very well. There is no windshield protection, so I had to pick a few bugs off my face, and teeth, since I could not stop smiling. It was a really neat experience. Thanks to Janice for the ride.

Bob with Janice Weaver in her 1910 Ford Speedster



Monday we visited Cold Harbor, one of the tragic battles of the Civil War, where thousands of Americans were killed. On the way to the Hanover Tavern we were traveling down a country road and my hat blew off. I did not mind losing my hat, but I had a couple of pins on it that I did not want to lose. A nice man in a modern car back some ways from us saw what happen and stopped and picked it up. Bill slowed down and the man caught up with us and returned it. Then, we went to the Hanover Tavern for a delicious buffet lunch. After visiting several antique shops on the way , we returned to the hotel.

Tuesday we went to downtown Richmond to visit the Virginia Historical Society Museum, where the Kline Kar is located. It's the only example remaining of the only car manufactured in Richmond. Although it was not on the tour, we carried Bill and Pat to lunch at the Jefferson Hotel. What a classy place. They really enjoyed the architecture and this is one of the most luxurious hotel lobbies around today. After lunch, we proceeded to the Lewis Ginter Botanical Gardens, where they had a special butterfly display to visit. We had to be careful not to step on butterflies on the floor as they were flying everywhere. That night we had an ice cream social out on the lawn of the Wyndham Conference Center.

Wednesday we started out by going to a country church for a delicious coffee break. Then it was on to Scotchtown, once the home of Patrick Henry where we traveled on some really neat country roads to get there. We really enjoyed the tour to his home and the guide was excellent. We left here and went to Pop's Country Store where there was lots of memorabilia on display. We then had a box lunch at the Beaver Dam Railroad Depot, built in 1840. We stopped at another antique shop in Ashland on the way back to the hotel. Ashland is also the home of Randolph Macon College.

SPOTLIGHTS

2012 Reliability Tour

By Bob Parrish (photos by Terry Bond and Bob Parrish)
Dot and I had the opportunity to attend the Reliability Tour in Richmond, VA. I am so glad that we were able to participate. There were over 40 pre-1916 cars. There was a kick-off banquet on Sunday evening where we met new friends and renewed old acquaintances.



Group shot of Reliability Tour autos



Sue and Terry Bond with their 1914 Model T

Thursday we started off touring through historic downtown Richmond, traveling down Monument Ave. and through the "Fan" district and seeing the beautiful old homes. We proceeded to Route 5 that parallels the James River where we visited Berkely Plantation, home of two US presidents, Benjamin and William Henry Harrison. There we had a box lunch and toured the grounds. On our way back to the hotel, I got Bill to stop at the Aviation Museum at Byrd Field. Pat and Bill really enjoyed seeing the planes on display.

Friday, after having a refreshment stop at a church, we traveled to the Tuckahoe Plantation, boyhood home of Thomas Jefferson. People reside there today, so it is not open to the public, so we were fortunate that Alice and Morris Cameron got a special tour of the bottom floor. We left there and headed to the beautiful home on the James River of Cindi and Reggie Nash to have pizza for lunch and tour Reggie's garage to see his collection and nice signs. That night we had the closing banquet at the Wyndham Conference Center. What a great week. We have fond memories traveling with these wonderful people and (Really Old Cars).

The National Motor Museum and Beaulieu

By Bob Stein (photos by Bob Stein)

Most of you might recognize the name 'Beaulieu' from our annual awards ceremony – it's the name of one of our highest awards. But many may not know what it refers to. Beaulieu is an estate in the New Forest Area of England that, among other things, is home to one of the most impressive automobile collections in the world!

I had the good fortune to spend a full day exploring both the museum and the grounds of Beaulieu in September, and lucked out with some special displays that targeted some of my specific interests. No, it wasn't an 'All MG' setup, or 'Draft Horses on Parade.' Read on.

First of all, getting to Beaulieu can be managed using public

transportation from London, or in my case, a rental car. A note on driving in New Forest - ponies, horses, donkeys, and cattle roam free and you can encounter them around any corner. Tends to make you pay attention! Speaking of paying, you also pay a fairly hefty admission fee of \$34 to get into Beaulieu. Don't worry – it's worth it. That ticket gets you full access to the Beaulieu Abbey, Palace House, and of course, the National Motor Museum.

Started in 1956 as a tribute to British motoring pioneer John, Second Baron Montague of Beaulieu, the National Motor Museum provides the history of motoring in Great Britain illustrated with more than 300 beautifully restored vehicles from 1884 to the present. Displays are arranged in chronological order, allowing you to follow the development of automobiles. Other displays cover the importance of road and track racing, land speed records, and commercial vehicles.



National Motor Museum



1895 Knight

The oldest vehicle on display is an 1895 Knight, though there is an accurate reproduction of an 1884 Benz to start things off. It was amazing to see the progress of just a few years. An 1898 Canstatt Daimler coach looked like someone

had removed the leads and horses from a 1850s carriage. As you continued, a half-dozen of the earliest automobiles show the wide range of layouts being experimented with. There is an 1899 Fiat with tiller steering and rear facing passengers in front of the driver, a 1901 Columbia Electric, and other designs leading up to a 1903 DeDoin Bouton with what we now consider the conventional steering wheel and general drive train layout. I doubt that you will find a better collection of earliest automobiles anywhere. But that's just the beginning of the tour.

The next section covered the explosion of European automobiles from about 1905 to the early teens. Most of these are cars I have never seen before, and there is a 1909 Rolls-Royce Silver Ghost that is just amazing. Europe and the UK had a huge head start on Americans in those early days, and it shows in the design and innovations. Naturally, there was a 1915 Ford Model T – but even this was a right-hand drive model built in Manchester!

I'll skip over the rest of the chronological display because there just isn't space in the whole Mud Flap to do it justice – I'll plan on a presentation covering the collection for a future Dinner Meeting. Instead, I want to cover some of the special displays.

My favorite was the faithful recreation of a mid-1930s garage 'operated' by Jack Tucker, motor engineer. Both outside and inside, the facility had the look of a fully-functioning country business whose owner had just stepped out for a spot of tea. If the clutter and disarray are any indication, my love of British cars and the condition of my garage now make sense.



Tucker garage

Then it was on to the commercial vehicles. These ranged from typical trucks, or 'lorries' as they are called in the UK, to a giant motorized orange! An early 1930s tow truck

was displayed towing an actual totaled Bullnose Morris of the same period, though the car had been destroyed on a vintage tour in the 1990s (The driver survived).

Racing and Speed Record cars were next – a 1907 Itala Grand Prix car led the way for a display that actually ended up overhead on a stylized 'track suspended from the ceiling that



held some of the most recent Formula 1 racers.

I mentioned my special interests – in this case they were cars from the Bond movies (No, not Terry and



Sue) and a British TV program called 'Top Gear.'

'Bond in Motion' celebrates fifty years of that other Bond in film with more than fifty vehicles actually used in the movies. These included my favorite, the silver Aston Martin DB4 most of us associate with James Bond, as well as some of the more obscure. Remember the AMC Hornet James Bond stole for the main chase scene in 'Man with the Golden Gun'? How about the submersible Lotus Esprit from 'The Spy Who Loved Me?' All here for your viewing pleasure.

The 'Top Gear' display was a really happy surprise. I'd tried to get tickets for the show, which films about an hour from Heathrow airport, only to find that the show is on hiatus until January. Why was I interested? 'Top Gear' is the Three Stooges mixed with high performance cars. They showcase the most exotic automobiles on the planet in track tests, then go on to pull some of the wackiest stunts and 'tests' imaginable.

Some examples – one show focused on their attempts to build amphibious cars. The three hosts ended up with a Toyota pickup with twin outboard motors on the tailgate, a VW van converted into a houseboat, and a Triumph convertible sailboat. Or the railway transport that used a Jaguar XJS convertible as the locomotive. And then there was the Toyota pickup they tried to kill by running into trees, dropping a travel trailer on it, drowning it in the ocean, burning it, and finally, leaving it on top of a skyscraper that was then imploded. It still runs and drives. And like the other examples, it was there at Beaulieu!

This is a very abbreviated look at Beaulieu – I didn't even get to the Abbey, the Palace House, gardens, or the main reason I was there – the Autojumble! Hopefully you get the idea – Beaulieu was incredible. If you have the opportunity to visit, don't pass it up!



LOCAL

- Oct. 6 Bayside Cars & Crafts 2012 , 10am- 4pm at Bayside Baptist Church (1920 Pleasure House Rd, Va Beach.
- Oct. 18.....TRAACA Dinner Meeting, Aberdeen Barn, VaBeach
- Oct.27-28 ...TRAACA Fall Tour to Monticello
- Nov.3.....3rd Annual Air & Auto Classic Show, Military Aviation Mus.
- Nov. 10 Chili Cookoff
- Nov. 15.....TRAACA Dinner Meeting, Silent Auction, Aberdeen Barn
- Dec.1.....TRAACA Holiday Party, Cypress Point Country Club

REGIONAL

- Oct.21... Corolla Car Show, 10– 3 At Currituck Heritage Park (252) 453-9040 ext. 223, www.whaleheadclub.org

NATIONAL

- Oct. 10-13 - HERSHEY

IN LOVING MEMORY



Lee Roy Pace passed away on Sept. 14th. Lee Roy and Nora joined Tidewater Region in 1960. He helped many members with repairs and restoration over his fifty-two year membership in our region. Lee Roy will be greatly missed by his family and his friends in TRAACA.



WINNER	VEHICLE	CLASS	AWARD
BAE Shipyard Show, Sept. 8th			
Tom Wedeking	1941 Dodge Truck	Participation	1st
Classics on the Green, New Kent County, Va			
Alan Swenson	1975 MGB		1st in Class
Bob Stein	1949 MGTC		1st in Class
Bob Stein	1978 MGC-GT		2nd in Class
Bob Pellerin	1937 Volvo PB52		1st in Class
		Best European Car	



THROUGH THE WINDSHIELD

HERSHEY

The field opens officially to the public on Wednesday Oct. 10th. Early Tuesday morning, truck, trailers, and cars will begin lining up to go onto the field. This is a crucial moment because if you don't get into position soon enough it can be a very difficult maneuver. Those who get there first can open up and start selling to eager early buyers, many of whom are the dealers themselves.

The selling and buying will start to slow by Friday afternoon. As a matter of fact, many dealers pull out on Thursday evening, having sold a lot of stuff. By Saturday morning most booths will be covered and folks will head for the judges breakfast about dawn or for the show field a bit later. To see all the cars on the show field not to mention the car corral on Saturday, you have to walk many miles. When the cars start to pull out after judging is over, it's time to load up and leave the flea market. We really miss the relaxed Saturday evening meals from years ago when dealers were not required to leave until Sunday morning.

FBI FILM FESTIVAL VEHICLE DISPLAY

By Bob Stein

On October 16 and 18, 1920s and 1930s vehicles are needed for a display at the Kempsville Cinema Café to support the showing of 'Dillinger' and 'The Untouchables' from about 5:30 PM until 7 PM on the Tuesday and Thursday. The Thursday is the night of our October dinner meeting. Reserved parking and a \$25 gift certificate will be provided for each TRAACA vehicle. Period dress is encouraged.

October Dinner Program: Beaulieu, Hershey with a British Accent

By Bob Stein

The dinner program this month is hot off the plane – Bob Stein has put together a look at the Beaulieu Autojumble, the United Kingdom's version of the Hershey Swap Meet. Held just a couple of weeks ago on September 8th and 9th, Beaulieu is probably the next biggest auto event in the world. And while it does bear a striking resemblance to the Pennsylvania craziness some of us will headed for soon, Beaulieu is definitely a unique experience. Get an idea of what it's like without paying the air-fare!



2012 FALL TOUR



By Dick Chipchak

Our 2012 Fall Tour is scheduled for Saturday October 27th and Sunday the 28th. The registration form is on page 17.

Here is a brief schedule:

Saturday morning we will drive to Jefferson's Monticello on route tested by Richard Hall, Dick Chipchak and Tyler Brown.

In the afternoon we will tour Monticello Home and Gardens (www.monticello.org) \$24.00 per person. Our dinner location is Topeka's Steak House. The hotel is the Best Western Zion Crossroads, VA Rate \$119.99 (12 rooms reserved) Call 540-832-1700 and reference TRAACA Club Rooms. Make your room reservations ASAP

Sunday, after breakfast, we will attend a wine tasting and tour at 11:00 at Jefferson Vineyards. \$10.00 per person which includes the souvenir wine glass. We can also stop by Trump Vineyards next door. Then we will return to Tidewater. E-mail Dick Chipchak at (dchipchak@aol.com) with questions.

HOLIDAY PARTY

Mark your calendars for Saturday December 1st! The party will be at Cypress Point Country Club. The fun team of Linda Pellerin and Sandy Hall are at again, coming up with some holiday hysteries. I am sure you will not want to miss! More hints to come later, just save the date!

THE HUMOR SECTION

A little boy wanted \$100.00 very badly and prayed for weeks, but nothing happened. Then he decided to write God a letter requesting the \$100.00. When the postal authorities received the letter to God, USA, they decided to send it to the President. The president was so amused that he instructed his secretary to send the little boy a \$5.00 bill. The president thought this would appear to be a lot of money to a little boy.

The little boy was delighted with the \$5.00 bill and sat down to write a thank-you note to God, which read:
Dear God: Thank you very much for sending the money. However, I noticed that for some reason you sent it through Washington, DC and those jerks deducted \$95.00 in taxes.

I don't approve of political jokes. Too many of them get elected!

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

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.

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.

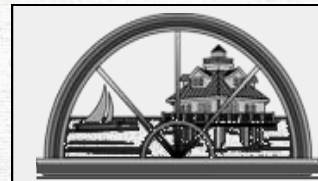
1942 DODGE WD-21 PICKUP. 9' bed, factory 1-ton dually. 4-speed, 3.9 rear. Very few made. South Dakota truck. Engine out for rebuild. Clear VA title, registered 42 VA plates. No rust. Original bed wood solid. Farm dents, but have original replacement fenders. Several thousand in NOS, new and used parts.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

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

"98 Lincoln Towncar, Signature Edition, garage kept with one owner when I purchased it. Outstanding condition, beautiful finish and leather interior. Ready for tours or great for everyday use. Last of this series body style. Asking \$7800. Call for details - 757-870-9111 days or evenings 757-838-1716. "



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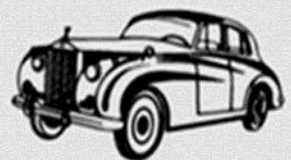
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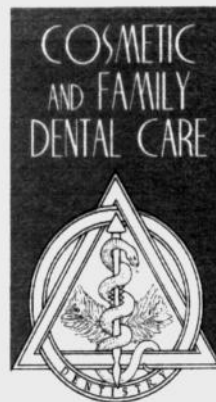
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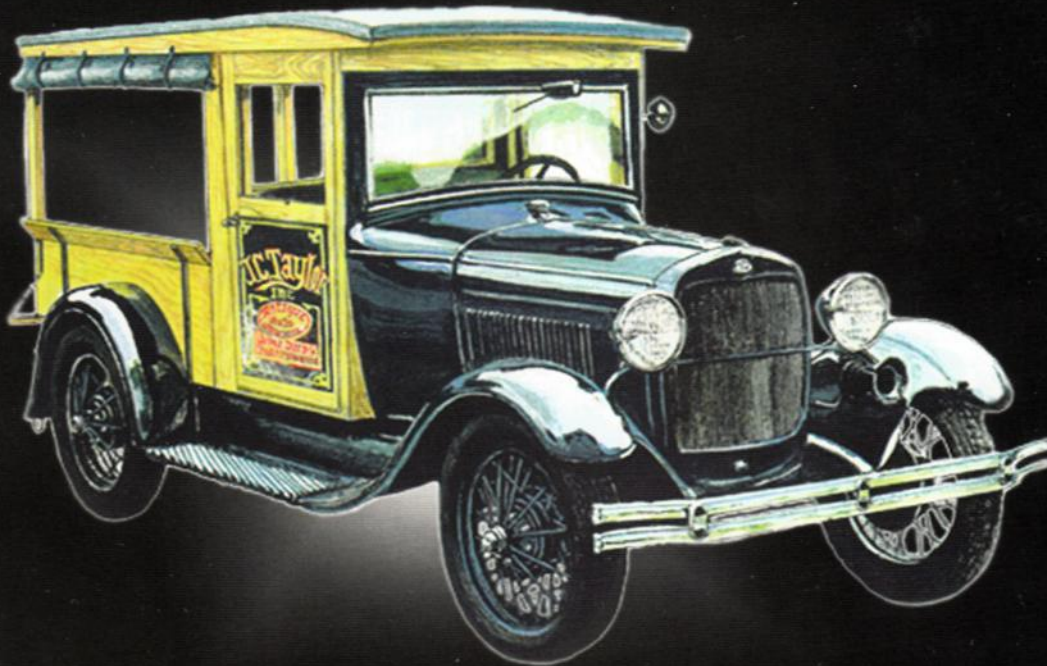
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Jefferson's Monticello Fall Tour October 27th and 28th Registration Form

Saturday 10/27

Meet at 8:00 AM at Lowe's Parking Lot at Exit 11A Interstate 664 Portsmouth, Virginia Bypass Highways

Drive, to view Fall Foliage and Scenic Countryside to Monticello.



NOTE:

Make sure your gas tank is full prior to meeting at 8:00 AM

We will stop for Breakfast (your expense) in Smithfield at Hardy's

Arrive Monticello Visitors Center for Lunch (your expense) .

TRAACA Group Tour of Jefferson's Home and Garden (www.monticello.org)

\$24.00 per person x Quantity () = \$ _____
Total \$ _____ Check number _____

Check in at Hotel Best Western Zion Crossroads, VA ****Rate \$119.99 (12 rooms reserved)**

Call 540-832-1700 and reference TRAACA Club Rooms Reservations ASAP

Dinner at Topeka's Steakhouse (www.topekas.com)

Sunday 10/28

Full Breakfast at Hotel

Leave at 11:00 AM for Jefferson Vineyard for Wine Tasting and Tour, \$10.00 for Wine Tasting and Tour

which includes Wine Glass, pay upon arrival.

Visit Trump Vineyard and others in area

Leave for Home

Make Checks payable to TRAACA. Cut off the form below and send with your check to

Dick Chipchak 1536 Still Harbor Lane Virginia Beach, VA 23464 Cell 716-472-4811



Name (s) _____

Cell Numbers _____

Car _____

TRAACA Group Tour of Jefferson's Home and Garden (www.monticello.org)

\$24.00 per person x Quantity () = \$ _____
Total \$ _____