

TIDEWATER Antique Automobile Club of America REGION



VOLUME 55 NO. 7 AUGUST 2011

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



**Neil & Marty Sugermeyer's
1931 Willys-Knight 66B Sedan**





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PRESIDENT: Bob Stein - 7500 Pennington Road, Norfolk VA 23505 (588-6200)
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Co-editors - - - - - Marty and Neil Sugermeyer
Photography - Marty Sugermeyer, Terry Bond, Bob Stein, and others
Advertising - - - - - Tony Scarpelli (810-1600)
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., Virginia Beach, VA 23452 (757) 486-5456
Work - 822-7187 Email; tcsugemdragonfly@yahoo.com

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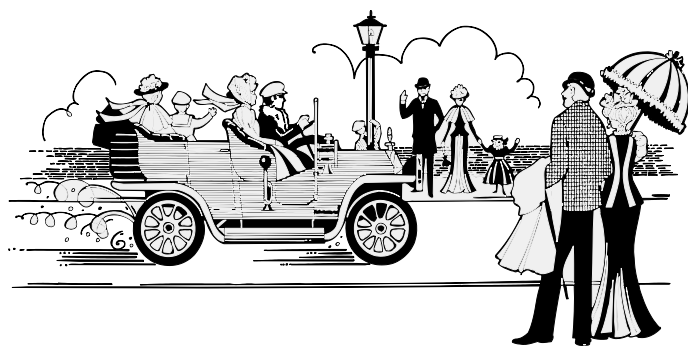
Bob on his 1964 Centaur folding scooter at the Charlotte meet in April where it got a repeat HPOF.

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Robert's Ramblings

The summer is flying by – July is now past, and I would like to thank Dan Ciccone and Bob Roughton for a great Judging School. And coming in the next few days is our Show and Shine at the Virginia Beach Farmer's Market on August 6th. It starts at 11:00 AM. It should be a fun event.

The big news this month, of course, is our 38th Annual Meet at the Military Aviation Museum in Virginia Beach. Meet Chairman Sam Kern and his hard-working committee has put together what promises to be the biggest and best Wings and Wheels event we have had so far. Please help us all out by getting your vehicles registered early, and if you can volunteer for an hour or two at the show, please let Sam know. Our annual meet is the biggest event of the year and it takes a lot of work to pull it off. Give a hand with parking, registration, judging – wherever you feel comfortable. See you all there!



Announcements

**TRAACA hosted National Meet
date approved by AACA
for May 2015**

**TRAACA MEET REGISTRATION
DUE BY MONDAY AUG. 16TH**

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Sir Willys

By Neil Sugermeyer

Willys-Knight hood ornament



John North Willys began production of Willys-Knight automobiles in 1915. Already a successful automobile manufacturer, Willys had established his reputation building Overland automobiles in Toledo, Ohio, and in 1913 had purchased the Edwards Motor Car Co. of Long Island, N.Y. and moved the company to Elyria, Ohio where he put his name on the car and began production using a 4 cylinder sleeve valve Knight designed engine. In order to have access to the sleeve valve patent, any car produced using the sleeve valve principal had to include Knight as part of the name – hence Willys-Knight. (Others using the Knight name included Edwards, Stearns, Minerva, Yellow, Handley, and even for a time, Mercedes) The advantage of the sleeve valve was quietness of operation, at a time when engines with regular poppet valves tended to be noisy and require periodic adjustment.

Willys went to the conventional valve and less expensive Model 77 in 1933. Our 1931 Model 66B sedan was built towards the end of that Model production and cost \$1795.00. There was never a 66C, and only a few 66Ds were built from mid 1931 to the end in 1932.

My father was the forth owner of this car, and we know that the first owner was a Mr. F. H. Whittemore who lived in New York City. A fairly wealthy gentleman, he had a chauffeur and a gardener among his employees, and when he went to trade the car in after a few years of ownership, he was told it was not worth much, so instead of using it as a trade, he gave the car to his gardener as a retirement bonus. The story gets a bit hazy here, but supposedly, the gardener was a very short Italian man who could hardly see over the steering wheel to drive the car, and it was used very little by him. With the advent of WW 2, the car was garaged due to lack of fuel, and then the old gardener died. An old friend of mine in Peekskill, N.Y. bought the car from the heirs sometime in the late 1940s or early '50s. Walt Levino was an early AACA member and a part time dealer in vintage cars – also a Willys-Knight lover, and he put the car indoors into his inventory. My dad bought the car from Walt in 1962, and at that time the car had about 16,000 original miles on it. Dad drove it very little, and when my parents retired and moved to Vermont, he drove the car from Yonkers, N.Y. to Middlebury, experiencing generator failure about 75 miles from the new house. It got a fresh battery to go the last few miles, was parked in its new garage and never driven again until I got the car from my dad's estate in 1982. As a side note, my father had worked for a Willys-Knight dealer in New Jersey as a young man, and thought one might be fun to have as an antique much later in life.



Willys-Knight engine showing horn, carburetor, and vacuum tank

Curved pipe over the engine is the exhaust manifold which goes past the carburetor to provide carb heat



Above: striping and inset. Right: Wire wheels centered with distinctive WK hubcaps



By the time the cover car was built, the sleeve valve engine was becoming outdated, as it was more expensive to build, and engineers were solving the problems of smoothing out poppet valve engines. Willys-Knights were built until November of 1932, with the Model 66D being the last to use the Knight engine when

When I got the car, it had registered on the odometer about 16,650 miles. The generator was repaired, a gear to drive the generator from the timing chain was replaced, new tires fitted, and a general cleaning brought the car back to roadworthy status. Marty, the kids and I drove the car to a WOKR meet in Harpers Ferry, WV about 1985, and during that trip the odometer stuck at 17,000 miles which is where it is today. I estimate that there are about 20,000 miles now on the car. The trip mileage indicator still works, as does the speedometer, but the die casting internally in the speedometer head is weak, so I have left well enough alone in terms of trying to fix the odometer.

The car is an AACA certified HPOF vehicle. The paint and striping on the body is totally original as is most of the paint on the fenders. Somewhere in its past, the fenders were touched up along the edges, and the wheels have been repainted to the original color. At least on the fenders, there was never any primer used. Polishing through the black paint takes you directly to bare metal! The top and interior are totally original and in pretty good shape for 80 year old material. The rubber front floor mat is original and has "WK" embossed near the middle. The original back mat is carpet.

From what is known as the "radio dashboard", to the triple bar bumpers, and to the artistic crease line that follows from the hood, down the cowl, and then back to the rear fenders, the styling is very art deco. Designed by Amos Northrup, his styling is particularly elegant when done in a two or three tone paint scheme, but ours is basic black with an almost indistinguishable maroon inset under the windows. The orange wheels match the striping which appears to be put on in about three foot increments.

The Willys-Knight is not a fast car, is most smooth at about 45MPH, and is not the most comfortable car to drive. Steering is heavy, and although it has massive four wheel mechanical brakes, they struggle to pull the over 4000 pound car to a stop. Still, it is a remarkable survivor, and draws a lot of interest at shows, so will stay in our stable for years to come. Take a good look at it the next time it's out on the road – it is the classic example of an original car.



The wood grained dash is in fairly good condition.

"Radio dashboard" instrument panel



Rear seat win-



dows have shades and opera lights in the corners.

Each door has wood grained molded trim over a brocade panel. Note the styling of the doorknob base.



Willys-Knight initial is embedded in the floor mat.

A knight adorns center bumper clamp of the triple bumper.



The tail light shape replicates the headlights.



EDITORIAL

By Neil Sugermeyer

Well, it has happened again – another of your editor’s cars has found its way onto the cover. However, there are many TRAACA members who have vehicles that would look great on a future cover if only the owner would write a brief article about the car. That is the criteria for having your car be a cover star! We do have some file pictures on hand of cars that need a story from their owner to complete the cover car requirement. Some of you know who I am referring to, so please get the story to us. This month’s cover story gives you an idea of what we need, and Marty or I can take care of the photography.

Now the threat – if we don’t get a few stories soon, we will be forced to run photos and a tall tale about my 1932 Ford huckster, provided it doesn’t rust away before the next issue. Then there’s also my Packard, and it isn’t much better. So, get out pencil and paper and spend just a few minutes writing to turn your pride and joy into a star car. It’s not that hard a trip to take, and the rest of the club will enjoy the ride.

Right now, we are at our lake cottage in Vermont, and are heading for the Franklin Trek next week, so we will miss the National Meet in Bristol. By the way, it was 56 degrees here this morning, so summer may be over already in Vermont! I’m not into the polar bear club, so it will have to warm up a bit if we are going to go swimming.

My particular thanks goes to Pete and Jean Koch for filling in on the job of affixing address labels and mailing this issue. Without their help, you’d see this issue much later in August. Also, thanks to the folks at Dominion Printing for handling this issue entirely by email. See you at our own show at the airport.



Neil in his 1932 Franklin during the Franklin Trek



FROM THE RUNNING BOARD

Board Meeting Minutes

By Scott Davies, Secretary

June 14, 2011 – TRAACA Board Meeting

The board meeting was called to order at 6:35 pm at Priority Chevrolet. Members present were Bob Stein, President; Wes Neal, Vice-President; Jim Villers, Treasurer; Scott Davies, Secretary; Linda Pellerin, Past President; Board members Tony Scarpelli, Bob Roughton, Barbara Talley and Toni McChesney. Also present were Bob and Dot Parrish, Micky McChesney, and Frank Lagana.

Jim Villers gave the Treasurer’s report and it was submitted for audit. The May minutes were approved as read. Toni McChesney reported the good news that there was no one for the “Sunshine” report

COMMITTEE REPORTS

- Upcoming Activities:
 - o June 18 Tour to Richmond Region Meet and Swap meet.
 - o July 16 Judging School at Dan Ciccone’s shop.
 - o June 25 Ice Cream Run, Norfolk

TRAACA hosted National Meet date approved by AACA for May 2015

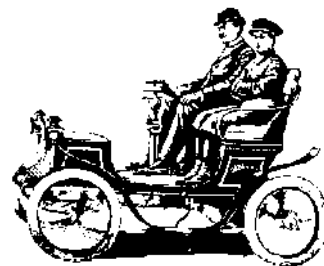
UNFINISHED BUSINESS

Scott Davies reported that Food Vendor Applications had been sent to several vendors for the Wings and Wheels Annual Meet.

NEW BUSINESS

Motion made on a request from AACA for \$110 for JC Taylor insurance for Regional Directors and Officers liability. This is a rider on AACA National’s insurance. Motion seconded and carried.

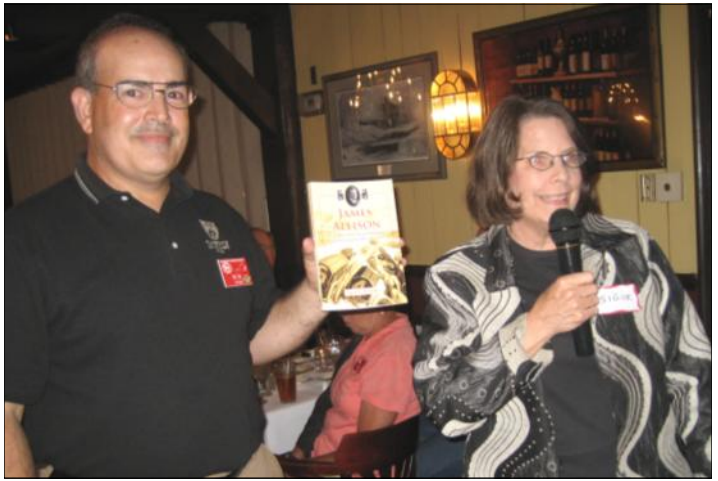
There being no further business, the meeting was adjourned at 6:51 pm.



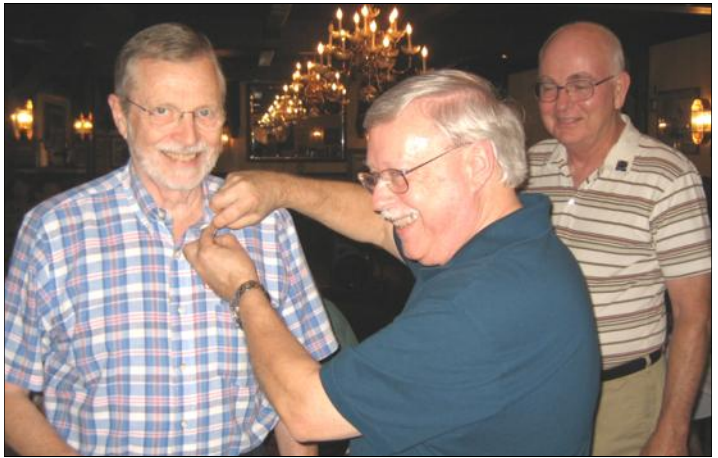


2011 JUDGING SCHOOL

TRAACA Judging School was held on July 16th. Senior Master AACA judge Bob Roughton gave about 25 TRAACA members an outstanding judging school session that covered etiquette, procedures, scoring, and details to look out for as a judge – all bits of valuable information whether you plan to serve as a judge, or just want to understand the judging procedure and what an AACA judge looks for in evaluating a show car. Host Dan Ciccone's air conditioned shop was perfect for the school, and pizza, sweet treats and soft drinks capped an informative morning. Even for old timers, there is always something new to be learned at one of these schools. Don't miss the next one.



Bob Stein introduces Sigur Whitaker and shows her book.



AACA Past President Terry Bond (center) recognize years of contribution to AACA and the antique auto hobby by Bill Wilcox (left) and Ken Talley (right).



Bob Roughton conducting TRAACA Judging School

JUNE DINNER MEETING

On July 21st, there was a good turnout at the Aberdeen Barn Restaurant for the TRAACA July Dinner meeting. A beef tips appetizer kept members returning for more nibbles. After dinner, we enjoyed a rare treat. Sigur Whitaker gave a talk about her Uncle Jim. James Allison died before Sigur was born, but she grew up referring to him as Uncle Jim. Of course, he was quite a family legend as a cofounder of the Indianapolis 500. Sigur made her book "James Allison, A biography of the Engine Manufacturer and Indianapolis 500 Cofounder" available, and many members took home a signed copy to add to their automotive library. You can check out her work at www.sigurwhitaker.com/.



OPTIMA PICNIC CAR DISPLAY

By Terry Bond

Wanted - for a couple of hours on Friday 9 September, the staff at Optima are holding their annual company picnic and the theme is "the roaring twenties -the gangster era" Optima is located behind Pembroke Mall and if you will display your 20s/30s era car (and wear a neat costume) you can enjoy the picnic free! It'll provide a wonderful photo op for employees, and we don't need a big exhibit - just a few. I plan to take my Triumph motorcycle over there, since it was once owned by an Irish bank robber. Will you join me? Call me at 228-7444 if you want to enjoy the picnic with me.

GREENWICH CONCOURS d'ELEGANCE

By Linda Pellerin

Held on June 4th and 5th, the Greenwich is unique, in that it is actually two concours, back-to-back. Saturday's Concours Americana is exclusively for American makes, while Sunday's Concours International is exclusively for imported marques. Bob and Linda Pellerin were at the Concours in Greenwich, Ct. June 5th. They were accompanied by Dan Ciccone who was also in vintage clothing. For 2011, the always-popular awards for Best Combination of Car and Costume were flame-shaped trophies, in honor of Genia Wennerström's creative spark. Sunday's honors went to the Pellerin's 1938 Standard "Flying Ten" Sedan. This was one of three cars Bob purchased as a package from a U.S. Navy pilot previously stationed in England (the others being a 1948 Bentley Mark VI and 1936 Austin Ten Sherborne). The dashboard went AWOL when the restorer died during the disassembly stage. Luckily, a mutual friend from the Antique Automobile Club of America's Tidewater Region "did this channeling thing where he mentally put himself in a place where he could figure out where the missing parts might be. He decided the dashboard was somewhere up in the rafters of the garage, and went right to it."



*Bob and Linda Pellerin with their
1938 Standard Flying 10 Sedan*

A Special Thanks

*The Family of
Shirley Woolfitt
will always hold
in grateful re-
membrance your
thoughtful expres-
sion of sympathy.*

*Dear members of TRAAAC:
You are my second family
and I am grateful for your
support. See you at the
show in Aug.
Bob*

FROM AACA NATIONAL

AACA National Raffle Tickets

By Bob Stein

As you are no doubt aware, the current economic recession has hit non-profit organizations and charities hard, and the AACA Museum and AACA Library and Research Center are no exception. You can help out these two cornerstones of the Antique Automobile Club of America and get a chance to win big in October, by getting one or more of the 2011 AACA National Raffle Tickets for just \$20 each. This year's prizes are the best ever, featuring a 2000 Plymouth Prowler or \$20,000 cash as first prize, a 2011 Harley Davidson motorcycle as second prize, and a third prize of \$3,000 cash. Both the Prowler and the Harley Davidson were donated by AACA members to benefit the club, so all proceeds from the sale go to AACA. The raffle will be drawn on October 8th at the Hershey Fall Meet, and the winner does not need to be present to win. Contact Bob Stein to reserve your tickets, or pick them up at the Friday Night Social. Take a chance on some great prizes and help ensure the future of our great organization!

Chrysler Corner

**"The Forward Look" (1955-57)
makes Chrysler a styling leader.**



By Anthony Scarpelli

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

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

Chrysler was run by hardnosed president KT Keller, the suc-

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

By 1950, the buying spree after WWII was coming to an end. Chrysler sales were stagnant compared to rivals GM and Ford. Even Keller began to see there was a problem. Chrysler cars were thought of as well built but out of date. They were taller and stubbier looking than the competition, worse, they were not selling. About this time, Keller was approached by Cole about Exner. After an arranged meeting, Exner was hired to head advance styling concepts, to show that Chrysler could certainly produce styled cars to rival GM and Ford. Exner believed that cars were rolling art and that their forms should be beautiful and functional. He was given free reign to design whatever he wanted. His concept cars all had what would become Exner trademark elements; classical looking radiators type grills, big cut outs around all four wheels, spare tire holders molded in the rear body and wild head and tail lights. Later, he added a design feature that would become the symbol for 1950's automotive design; aircraft like tailfins. He thought that Italian design was most in line with his philosophy. He traveled to Italy many times to look at trends and hired Ghia studio to build his many concept cars.

1954 Plymouth, part of the 1954 sales disaster



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

Virgil Exner, originator of the forward look



The 1955 Chrysler line was originally called the "100 million dollar look" named after the amount of money that the restyle cost, but soon became the "forward look" because of the styling theme of the cars. The entire line sold well and stopped Chrysler's market share slide. Because of the money spent in 1955, there were limited funds to restyle the 56's. Exner used the money to face lift or rather tail lift, adding rear fins to the entire Chrysler line. Chrysler cars were beginning to look very trendy. 1956 was a down year for the auto industry, but on a percentage basis, Chrysler increased market share to 16 percent.

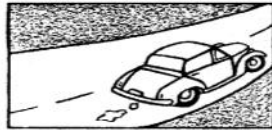
When Exner was handed the assignment of designing the 1955's, it was too late to do a complete redesign. Now the 1957 line would be a clean slate for Exner. He had a free hand to design cars his way. The 1957 Chrysler line would look like nothing public had ever seen. The cars were lower, by as much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

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

1957Plymouth Fury, the "Forward Look"



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



DOWN THE ROAD

LOCAL

- Aug. 6Virginia Beach Farmer's Market Show n' Shine 11 AM
- Aug. 9 TRAACA Board Meeting (6:30 PM Priority Chevrolet)
- Aug. 26 **Friday Night Social, Oaklette Methodist Church, 6 PM**
- Aug. 27**TRAACA Annual Meet (Virginia Beach Military Aviation Museum Airport)**
- Sept. 9.....Optima Picnic car display
- Sept. 10TRAACA Manifold Picnic*
- Sept. 10..... Shipyard Show & Shine by BAE Systems, , 9 – 3, 750 W. Berkley Ave. Norfolk, VA, Fundraiser to Benefit, two veterans organizations
- Sept. 15TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- Sept. 17..... Tidewater Z Car Club All Import Car Show, 9—3 ,Hall Nissan, 3417 Western Branch Blvd Chesapeake, Virginia 23321, www.tzccva.org
- Sept. 25 Bay Lake Retirement Home Show n' Shine
- Oct.20 TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- Oct. 22 Military Family Festival Car Display
- Oct.29-30TRAACA Fall Tour
- Nov. 12TRAACA Bonfire/Wienie Roast (**Date Tentative**)
- Nov. 17 **TRAACA Monthly Dinner Meeting & Silent Auction (Aberdeen Barn)**

REGIONAL

- Sept.17.....36th Annual Edgar Rohr Memorial Car Show Manassas, VA.10:00 AM - 3:00 PM

NATIONAL

- Sept. 8 – 10Central Fall Meet, Oakbrook, IL, hosted by AACA Illinois Region
- Sept 18 – 23Glidden Tour, Cumberland, MD, hosted by AACA Queen City Region
- Oct. 5 – 8Eastern Fall Meet, Hershey, PA,

THROUGH THE WINDSHIELD

Friday Night Social A Bow Tie Party!

2011 is the 100th Anniversary of Chevrolet, and we're celebrating by making our Friday Night Social on August 26th at the Oaklette Methodist Church Social Hall a Bow Tie Party! No, you don't have to go out and buy a Chevrolet to attend. We're talking about the fancy neckwear that was popular back when Chevrolet first appeared. Dig in your closet, visit your local thrift store, or better yet, get creative and make your own! We'll be having a Bow Tie Parade and prizes for the Most Creative, Best Looking, and Most Ridiculous Bow Ties of the evening.

There will also be a 'Pin the Bow Tie on the Chevrolet' contest, and we may even be able to find a Ford piñata to beat on! Festivities will kick off about 6 PM, and we'll have music, games, and of course, great Italian food from one of our favorite caterers – Reginaldo's. See you there!

TRAACA 38th Annual Meet



Many Volunteers Still Needed for the TRAACA Annual Meet

By Sam Kern, Meet Chairman

The time for our Annual Meet on Aug. 27th is fast approaching and its time to line-up the many volunteers needed to staff this important event. Over the past several months many members have been hard at work planning the details, while others have been distributing fliers, taking registrations, ordering awards and reviewing the items needed to fully equip the field. Scott Davies and Holly Forester have lined-up two food vendors, so, unlike the past, volunteers will not be needed to staff a food concession. While many members have already volunteered for specific tasks, volunteers are still needed for the following areas, with the supervisor named:

- Registration..... Jere and Carol Avenson
- AACA Cars..... Richard and Sandy Hall
- Hot Rods and Modifieds..... Charlie Nissen and Mickey McChesney with John Gancel
- Publicity..... Bob Stein (Webmaster)
- Meet Fliers..... Don and Julie Hobbs
- Site Set-up, Equipment,
Signs and Clean-up..... Bill Wilcox
(Many volunteers needed)
- Tents..... Sam Kern
- Site Operations..... Jim Villers
- AACA Show Field Spaces... Neil Sugermeyer
(volunteers still needed)
- Traffic Control-Site Entrance to the Show Fields: Linda Pellerin
(Including Volunteer and Trailer Parking)
- Show Field Parking..... David Pace
- Off-Site Directional Signs..... Joe and Jack Burroughs
Al and Laurel Swenson
- Judges..... Jim Elliott (Chief Judge)
- Judges Admin (AACA)..... Sandy Hall
- Flea Market..... Reed Matson
- Awards..... Dick Chipchak
(Lots of hardware to get to the right place!)

Trophy Sponsorships..... Tony Scarpelli
 (Good sources or leads needed!)
 50/50 Raffle..... Sam Kern
 (1 leader and 4-5 staff)
 Bottled Water , Show Fields and Judges... Sam Kern
 100th Anniversary Chevrolet:.... Bob Parrish
 Meet Program..... Dot Parrish
 Club Store..... Mickey McChesney

Elsewhere, Ron and Sally Hartman, Ted and Lanette Knight have teamed-up to do the photo sales, Jeannie Downing with Creeds Ruritan Pack 541 will perform Colors, Tom Norris will again be our Announcer and Officer Martin Duffy of the Virginia Beach Police Department will insure the museum entrance is safe.

The Meet Chairman appreciates the support many volunteers have already given. More volunteers will spread the load and help make the day more enjoyable for all members. The more participation the better the meet. Lets make it a "fun day" for all!

Please call or e-mail the Supervisors today to volunteer or reconfirm your support commitment. And, at a minimum, be sure to register your vehicle and come out and enjoy the day.

36th Annual Edgar Rohr Memorial Antique Car Meet

September 17th at Manassas Museum, 9101 Prince William St., Manassas, VA. 10 AM to 3 PM. Antique vehicles through 1986; street rods; trucks; motorcycles; "HPOF" vehicles through 1976. Swap meet and car corral. Rain or Shine. Sponsored by Bull Run Region, AACA. Free spectator admission and parking (across street). Situated in historic Old Town Manassas with nearby shops, 8th Annual Old World Festival, and "Bands, Brews and Barbecue" festival. Registration: \$15 before 9/9/11, \$20 thereafter. Info: Jon Battle, (540) 364-1770, teraplane@verizon.net Website: <http://www.bullrunaaca.org/>



TRAACA FALL TOUR

Looking for a way to wind down after Hershey? Jeff Locke is planning a great Fall Tour in the Petersburg area for Oct. 29-30. He has run this one with two other car clubs and gotten rave reviews. If you want to get a jump on getting reservations, call Serena Wiedenahaeft at the Country Inn and Suites – 1-804-861-4355 and mention TRAACA. For more information call or email Jeff Locke 421-9028 or jlocke@l-van.org

Celebrity Spotlight



WINNER	VEHICLE	CLASS	AWARD
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Northern Alabama (NAR) AACA Show, May 14th

Peter Catanese	1967 VW		1st Place
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Thomas Nelson Community College Car Show in Newport

News on July 16th:

Jeff Locke	1985 Cadillac	15 – Cadillacs	1st Place
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Greenwich Concours de Elegance, Greenwich, CT, June 5th

Bob & Linda Pellerin	1938 Standard Sedan	Best Combination of Car & Costume	
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THE HUMOR SECTION



Gracie Allen's Classic Recipe for Roast Beef

1 large Roast of beef

1 small Roast of beef

Take the two roasts and put them in the oven.

When the little one burns, the big one is done.

Angels Explained by Children

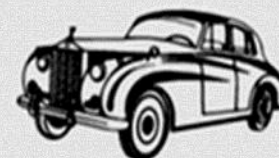
It's not easy to become an angel! First, you die. Then you go to heaven, then there's still the flight training to go through. And then you got to agree to wear those angel clothes. Matthew, 9

Angels don't eat, but they drink milk from Holy Cows!!!. Zack, 6

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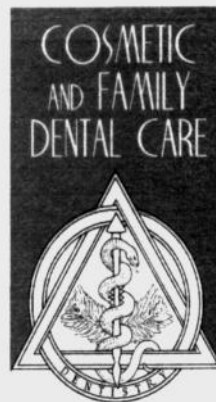
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