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A Master Editor Award Winning Publication



TIDEWATER
Antique Automobile Club of America
REGION

Jim and Betty Villers
1965 Porsche 356C



Photo by Jim Villers



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President Bob's May Message

April was a busy month, with the Charlotte Auto Fair and show back-to-back with our own Spring Tour. Dick Chipchak, with the able assistance of Bill Wilcox and Richard Hall, did a great job putting together a 3-or-2-day tour to North Carolina. Naturally, we ended up driving INTO the big storms, but **TRAACA members aren't easy to intimidate. Despite the tornadoes and hail and other severe weather that struck the region, the Tour Group saw little more than a smattering of rain (We did have Weather Guru Terry Bond along).**

We also closed out the 2011 TRAACA Membership Survey, with about 60 percent response. That's a terrific return, and I thank those of you who took the time to share your thoughts and **ideas. For those that didn't respond, well, you had your chance!** The final report was emailed to all members, and a limited number of hard copies will be available at the May dinner meetings.

Our June 4 Winery Tour fell apart last week when it was discovered that the Moonlight Bay Winery we had scheduled with was closing. We are scrambling to come up with another activity – right now the likely candidate is making the Richmond Region's Show and Swap meet, to which we had already planned a run, our starred event for the month on June 18th.

Hope to see you at ODMA in Lynchburg!



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Tweet is Home

by Jim Villers

Tweet is the short name for my champagne yellow 1965 Porsche 356C with a green vinyl interior; her full name is Tweety Bird but everyone just calls her Tweet. The Porsche Car Company has an interesting history, being founded by a Mercedes-Benz engineer and race car driver, Ferdinand Porsche, who quit to form an engineering firm that eventually designed the VW Beetle in 1938. The first Porsche cars emerged from "Project 356" in 1948. My 356C is the fourth and final version of this timeless design.

Tweet has had a colorful past from what I can surmise. She began life as a ruby red coupe with black interior and at some point received a significant restoration with fresh chrome and a smooth body. By the mid nineties, she must have begun looking tired as her Winchester VA owner totally disassembled her and sand blasted her body, revealing many rusted panels and the effects of the "bondo over rust" restoration. She sat in pieces for about seven years until my Richmond friend bought her as a "project" for his high school son and himself. Well the son found girls and went off to college without a second thought for "project Porsche". I had been looking for a new project for a while. When he said that he wanted to sell his "project", I was ready to buy.

Tweet arrived at GT Bodywerks in Virginia Beach, sitting on a pallet in an enclosed trailer. This was my first serious look at her and she looked in great need. The sand blasting and gray primer showed all of her holes and dents while ten years of accumulated dust covered every sparkle. What have I done!

George McQuain, the owner of GT Bodywerks, devised a plan and I began ordering body panels. Fortunately, George owns two 356's and has a very soft spot for these little cars and he looked after every aspect of the body reconstruction to insure that it was done correctly. After 18 months of work on a rotisserie, on its wheels and in and out of the paint booth, Tweet



came home.

While Tweet was at George's, I had the engine and all of the parts in boxes. I stripped the sheet metal off of the engine to find a mouse condo. The mice used spark plug holes as doors, making well padded places for sleeping and leaving lots of debris from their time in residence. After a thorough cleaning, the en-

gine ran and tests indicated excellent compression so I decided to just clean and paint the sheet metal. All other parts from the boxes, including steering components, brake calipers (disk brakes), axles and control cables, were disassembled, cleaned, painted and reassembled.

It was a big day when Tweet came home to the garage; the work then began in earnest. When I say work, I really mean "workday" as two friends, one from Richmond and one from Williamsburg would spend one day a week in my garage on car projects. So my job was to plan the work package each week, assemble the necessary parts and disseminate manual extracts or other instructions. We installed the suspension, transaxle, brake lines, wiring harness, fuel tank, headliner, rugs and windshields. Every piece of rubber was replaced. What a fun way to



restore a car.

After six months of work packages, Tweet was ready to receive her engine. The engine ran but the gauge showed that she lacked oil pressure. Following extensive trouble shooting, the engine was removed and torn down to reveal a broken oil pump shaft. One more delay and a full rebuild latter, Tweet was ready for the open road; at least as far as Great Neck Road. This was the sorting out phase as each drive added another item to the punch list. As the miles accumulated, the list became smaller and Tweet truly enjoyed her run past Pungo to the airport museum or on to Creeds another day. The rebuilt parts soon melded into a smoothly running engine and the snarling of the exhaust was the beautiful Porsche song that I had heard about.

Tweet looks ready to roll.



There are still a few work packages in Tweet's future but she is now ready for the May Old Dominion Meet Association Lynchburg meet. Just the thought of driving Tweet for 200 miles has me excited.



Rear seats are for small people only



*Above: Interior in prime
Below: Interior beautifully restored*



I'll add that since Fernando Porsche had a racing experience, he designed racing features into all Porsches. The center instrument in the dashboard of all Porsche's is the tachometer as it is the most frequently viewed gauge when racing. Fernando Porsche's philosophy was to design a very light car with excellent aerodynamic characterizes so that the relatively small engines of the time could produced excellent performance. That is why both the VW (1938) and the Porsche 356 (1948) had a teardrop shape with an aluminum air cooled engine.

The ignition switch on all Porsches is on the left of the steering wheel. The legend has it that this evolved from requirements of the LeMans racing start, where the driver sprints across the track, gets into the car, starts the engine and begins the race. Having the ignition key in the left hand saved a brief moment as the right hand was free for the gear shift.

A significant feature of the 356C is that it had disk brakes on all four wheels. The VW and the 356 Porsche suspensions utilized front and rear torsion bars and shared many components. The rear lid, with two air screens, identifies the car as a 356C. All previous Porsches had only one air screen.



Tweet's twin airscreens



Would you like to see your car on the cover of the Mud Flap this year? With a short article and a few pictures, that can happen. If we win the Master Editor Award again this year, your car could be the one shown at the banquet in Philly in February. Let us know that you are interested.

From Under My Hat

By Marty Sugermeier



I'll assume that you don't want another example of my brilliant poetry. So, I'm falling back on the usual for my editorial with the exception of some stats on the year. This is the 117th day of 2011. We've had an Awards and Installation Banquet, a fabulous time in Philly, three dinner meetings, an Antique Run to Williamsburg, a spectacular Swap Meet, a Square Car Tour, and a wonderful Spring Tour. There are 56 days until the Summer Solstice when 2011 will be half over. During those 56 days, many of us will have made another trip to an Old Dominion Meet (Neil and I over 20 times), a June Tour, and another dinner meeting. If you are not having fun with the antique car hobby in 2011, you are not trying.

For those of you who have indicated an interest in having your car on the cover but have not met the requirements, please get the job finished. Just a mention to Jim Villers about putting his car on the cover got results in a week. You can see the gorgeous picture he supplied on **this month's cover**. Jim also wrote an article and supplied the detail shots. That made my life a lot easier. Neil mentioned in his article last fall that we have several cars that have never been on the cover of the **Mud Flap**. We would much rather feature your car. We'll be happy to do the photography if you will supply the words.

I'll keep this short due to the many events we have to cover this month. I can remember many times years ago when Ivie and I would be finishing the Mud Flap about midnight on a Sunday evening. We decided that we could have done the job in half the time if everyone would just stay home. JUST KIDDING. There is no doubt that 2011 will go down in history as an eventful year for the world and for TRAACA.



*The faster I run,
the behinder I get.*



TRAACA Board Meeting March 8, 2011

By Scott Davies, Secretary

The board meeting was called to order at 6:05 pm at Priority Chevrolet. Members present were Bob Stein, President; Jim Villers, Treasurer; Scott Davies, Secretary; Linda Pellerin, Past President; Board members Tony Scarpelli, Bob Roughton and Barbara Talley. Also present were Sam Kern, Ken Talley, Bill Wilcox, Richard and Sandy Hall and Frank Lagana.

Jim Villers gave the Treasurer's report and it was submitted for audit. Jim also provided the preliminary financial results of the very successful Flea Market. The February minutes were read and approved as amended. Bob Stein gave the "Sunshine" report and membership report. New member George Schuetz was not present.

COMMITTEE REPORTS

Upcoming Activities:

- March 17, Dinner Meeting – St. Patrick's Day "Party"
- March 26, Square Car Tour
- April 7-10, Spring Charlotte Meet
- April 15-17 Spring Tour to Edenton, NC
- May 5-7, ODMA Meet in Lynchburg, VA
- Parade request for April 2, Deep Creek Baseball Assoc. Opening day
- Cars requested for June 10 for Hermitage elementary Field Day display.

Future Activities:

The Fall Tour to Petersburg, VA historic sites will be Oct 29-30

UNFINISHED BUSINESS

- Bob Stein gave a report on the final expenses for Philly.
- Scott Davies gave an update on the Membership Roster database project
- Bill Wilcox gave a progress report on the trailer shelving. The new trailer will be available for viewing during the Square Car Tour
- Bob Stein reported on the Membership survey, 172 mailed, 40 returned so far
- Bob Stein reported all spaces sold out at the Swap Meet
- Richard Hall reported that the ODMA Trophy has been re stored and is good for the next 18 years
- Sam Kern reported that an agreement is in place for the Annual Meet (similar to last year)
- Bill Wilcox advised that "Spirit of Tidewater" sweatshirts/T-shirts could be ordered and made available to the members.
- Unrenewed memberships were reviewed.

NEW BUSINESS

- Sam Kern presented a proposal to establish a "Sustaining Membership Program". Following a discussion, a decision was made to table the issue until next month to allow additional time for consideration.

TRAACA Facebook page has been established by Bob Stein

There being no further business, the meeting was adjourned at 6:57pm.

2011TRAACA Membership Survey Results

By Bob Stein

For those of you expecting to see the results of the 2011 TRAACA Membership Survey in the Mud Flap – sorry. The final report ended up to be 12 pages. An electronic version was emailed out to all members with email addresses on file, and a limited number of hard copies will be available at the next to dinner meetings. If you have an email address and did NOT receive the electronic copy, please email Bob Stein at posti@aol.com and I will send you a copy.

While we can't print the whole report, here are some of the major items: 78 of 100 respondents said they like the current diner meeting location (Aberneen Barn). The most important aspect for Activities was overall distance, followed closely by cost. On the Annual Meet, 89 or 98 respondents said they like the present Annual Meet location at the Virginia Beach Airport, and 65 said they would volunteer to help at our next meet (Good news for Meet Chairman Sam Kern!). Most people want a mix of activities and free time on tours, and also prefer low-speed tours on back roads with no Interstate driving. As with any group as large as TRAACA, there was a broad range of opinions and lots of excellent suggestions, all of which will be taken into consideration by the Board and the Activities folks. Again, thanks to all who took the time to respond.

DINNER MEETING RESERVATION REMINDER

There has been a bit of confusion at dinner meetings lately because some folks didn't know or have forgotten the basics of dinner meeting reservations.

- (1) Members should receive a call by the weekend just before the Thursday night meeting.
- (2) All reservations have to be turned into Marie by Monday evening.
- (3) If you have not received your call or have any other problems call Marie – 420-1844
- (4) Walk-ins create a problem for seating. The restaurant sets up enough tables for the number called in.
- (5) If you do not want to eat be sure your call person knows you will be coming.
- (6) Reminder – if you do not show you will be billed by the Treasurer

Lets keep our evenings together relaxed and fun by planning ahead. See you at the next TRAACA Dinner Meeting.



Deep Creek Baseball Association Parade April 2, 2011

Article and photos by Bob Stein

Six TRAACA vehicles rolled out Saturday to take part in the annual Deep Creek Baseball Association Season Kickoff Parade. Starting out just after 9 am, the parade rolled around the track at the Deep Creek Middle School, with antique cars and little league teams alternating. Dave Curl led the parade off in his 1931 Model A sport coupe, followed by James Woodall in the 1929 Ford panel delivery and Viator Trudeau's 1968 Cadillac Eldorado (dubbed a 'sweet ride' by the kids). Dick Eberle was next in line, driving his 1930 Model A Ford ahead of Bob Stein's 1951 Studebaker Land Cruiser. The Studebaker got a bit cranky after the parade, refusing to start. Initial diagnosis was being out of gas, but it was later discovered that the electric fuel pump had hung up and kicked back in when the gas tank was thumped to check the level. The parade was a quick and easy way to support the local community and also expose kids to our restored vehicles, and it was great to have so many members participate.



Above: James Woodall and Viator Trudeau talk while some a Deep Creek Baseball Association team walks by admiring the cars.

Below: Another team lines up behind Bob Stein in his Studebaker



SPRING TOUR TO NORTH CAROLINA

April 15, 16 & 17, 2011

by Bill Wilcox

Our guide, Richard Hall, had routed us via back roads off Highway 17 south to Edenton, NC (founded in 1712). Along the way we saw Bear Crossing signs, bright yellow Carolina Jasmine vines, older homes, some crumbling, and cypress trees. There were vistas of the dismal swamp canal and environs, originally surveyed by future President George Washington. The Friday group of 23, including new members George Schuetz and Gay Watson, and even newer members George and Jane Kickhofel, was directed by able tourmeister Dick Chipchak and his wife Holly.

We drove to the Edenton Visitors Center via NC 32, stopped for a short film, then had lunch provided by a local deli at picnic tables near the water on a beautiful sunny day. Our most recent president Linda and her hubby Bob Pellerin, caught up with us at lunch, after an electrical problem delayed them enroute in their Volvo. We were met by local historians, Judy and Charles, divided into two groups for a two hour walking tour which included the 1767 Courthouse, the Barker House, and the 250 year old Cupola House. We saw where the 1774 Edenton Tea Party, believed to be the first political gathering organized by Colonial women, was commemorated. Some visited a private home, others the historic Episcopal Church. From mid afternoon we wandered the town, got some ice cream or coffee, and then met at the 309 Bistro for dinner. An attempted sunset view from a long bridge over the Albemarle Sound toward Plymouth was obscured by gathering storm clouds despite intervention by our own weather guru, Terry Bond. We motored on to the Holiday Inn Express for the night and an informal gathering in the lobby instigated by Barbara Talley.

Saturday morning started with a leisurely breakfast with an interesting malfunctioning pancake machine and with comments by Dick about "herding cats". We were joined by the Saturday group of 12 led by Richard and Sandy Hall (tour registrar) at the Civil War Museum on the Roanoke. Over ninety minutes of entertainment about ironclad boats, shells, bullets, and the Battle of Plymouth, April 1864 by expert historian Harry Thompson was the morning highlight. We felt he could hold our attention for hours with human interest stories about both sides of "The Late Unpleasantness".

Neil Sugermeyer (Yankee) Bob Roughton (Southerner) with Harry Thompson, Expert Historian with an unexploded bomb from the Battle of Plymouth



Sylvia Roughton and Sandy Hall enjoying lunch outside overlooking the river.



Lunch at Wine on the Roanoke by Pat Harrison, with catering by the Bakery, was followed by tours of the Light House by

some, the Antique Boat Museum by others. The local Tour Director Tom Harrison escorted us to two historic homes, the first built in 1853, with multiple bullet holes still visible around a second story sniper's perch. The sniper didn't make it, and some of us almost didn't make it either (up the steep stairs to the second floor). Our hostess Neve Humphries was most gracious.

Group shot by the sniper house



Bill Wilcox fit right into the role as a sniper. Look out Yankees.



We also visited the beautifully restored and landscaped home built in 1870 by a Mr. Hornthaw, a prominent local businessman, now owned by our guide and his wife.



1870 Hornthaw House

While wandering the town, we discovered a 1955 Buick Century, same model, color and interior as Ken Talley's, disintegrating in the back yard of an abandoned house. Sadly, it was not for sale. Dinner at Mackey's Crab Bar and Grill in Roper, NC was followed by a TV storm watching party at our motel, as tornados nearby made life almost a little too interesting.

Sunday, after an early breakfast with the now functioning pancake machine and good weather, we drove to Elizabeth City to the Museum of the Albemarle that presents the history about the area which is half water, half land. A shiny black slightly modified 1957 Chevy introduced us to the story of moonshiners, their lives, methods, and their vehicles, and their relationship to today's NASCAR.

A visible gas pump caught Dick Chipjack's eye.



A mock Coast Guard helicopter gave Marty Sugermeyer a chance to rescue a teddy bear. Great fun.

Upstairs were interesting displays of life in the 13 northeastern counties of rural North Carolina with artifacts from the lives of watermen, farmers, lifesavers, and soldiers and their families.

Lunch followed at The City Wine Cellar just up the street, with excellent deli sandwiches and an optional wine tasting. Mid afternoon found us heading home, refreshed by the history, sunshine and water views, and of course our usual great camaraderie. FUN WITH FRIENDS ON TOUR! Can't beat it!

In addition to some amazing sights and flavors, we were treated to evening snacks courtesy of Dot Parrish, Holly Chipjack, and others. Holly's bread was wonderful. However, the recipe is much longer. I'm sure she'd be happy to share it.

Dot's amazing Cake Mix Cookies

- 1 box Duncan Hines Butter Cake Mix
- 1 egg
- 1 stick butter or margarine (softened)
- ¼ cup oil (or applesauce)
- 1 tsp vanilla
- 1 ¾ cup Rice Crispies
- 1 ½ cup pecans (chopped)

Mix margarine, egg, applesauce, vanilla, and cake mix until blended well. Fold in nuts and then the Rice Crispies. You may want to add more nuts.

Drop by teaspoon fulls onto cookie sheets lined with parchment paper.

Bake at 325° for 12 to 15 minutes.

Makes about 75 cookies

APRIL DINNER MEETING

If you enjoy history brought to life and made interesting and seeing antique firearms, our April Dinner Meeting was right up your alley. After dinner, local historian Stephen Forrest (Harrell Forrest's son) gave us a look back at the War of 1812. He wore a uniform that was a replica of those worn almost 200 years ago. When it got too hot, he removed the heavy jacket and powder horn. His talk was accompanied by slides of local sites and homes involved in the conflict. Bob Stein assisted with the slides.

Stephen Forrest in a War of 1812 uniform.

Bob Stein at the computer.



Miles with Meggie

(the MGBGT Terry and Susan Bond travel with)
 2010 Deep South Reliability Tour
 AACA/HCCA Joint Tour, Thomasville,
 Georgia, October 24-29, 2010, Pecan Region AACA

We flew in to Jacksonville FL, the closest Southwest direct flight airport, and drove across half of Florida in gorgeous sunshine. Approaching Thomasville, we learned about blue laws still extant in the South, beer is not available in Georgia on Sunday. It is in Tallahassee.

Steve and Blanche Gordon graciously loaned us their 1913 Model T for the tour. Despite the electric starter, alternator, electric fuel pump, high compression head, high performance carburetor, and Walmart battery, Terry had no problem driving it to the evening dinner at the Market Dinner in Thomasville. It was awesome seeing all those OLD cars motoring on, the tour is for 1915 and earlier cars. Mike Jones had a harrowing experience on the road; a car ran in to the front corner of his trailer. He and Marcy were not hurt, the 1913 Buick was not hurt, but the trailer was a write-off.



Monday morning was threatening rain. The Model T would not start so we rode in modern iron with Herb and Fran Oakes, passing plantations, palm trees and Spanish moss, to the **O'Steen collection of antique cars and automobilia. The tourists filled the yard. The Model T's lined up on a concrete apron and left their marks when they moved off.**

On to Wakulla Springs State Park in Florida, a retreat built by Edward Ball and left to the state of Florida when he died. After lunch in the

Mediterranean Revival Lodge, built in 1937, we took a boat tour of the park. The glass bottom boats were



not running because the water was murky, but from the tour boat we saw strange birds, alligators, snakes, and turtles, and our



guide played up the spookiness that was the backdrop for **"Creature from the Black Lagoon,"** filmed there in 1954. **We couldn't see thru the murkiness of the spring which pumps out 252 million gallons of water a day and was usually clear and seemingly bottomless.** Dinner was on our own at the Longhorn Steakhouse, the only restaurant in the area open on Mondays.

Tuesday was a glorious day and the T ran great, for a while. Coffee stop was at Greenville FL, childhood home of Ray Charles. In Madison FL we were treated to the firing up of a steam engine which used to power cotton and peanut processing.



After a stop at an herb farm, we attempted to find lunch. The tour book led us to a closed restaurant. After a bit of searching we called Blanche. She was apologetic; she thought all of the tour books had been changed after the restaurant closed the **week before. It's not easy to find a restaurant that can accommodate 152 people with 5 days notice!** Stevie Wyatt's 1909 Overland had conked out and was on Steve Gordon's trailer, but our T was safely jump started.

The Wardlaw-Smith House was a wonderful antebellum mansion and a great photo op. And a chance to get the T jump started again.

After 2 rough railroad crossings, and about 18 miles from the host hotel, the T died. Terry raised the bonnet and found gas gushing from the copper pipe that should have been attached to

the high powered carb. The gas was shut off and Steve Gordon called again. With Stevie's car on the trailer there was no room for a non-running T, so it was towed behind the trailer a couple miles to a main road and AAA called. We needn't have both-



Oakland on trailer with Gordon's T behind it

ered. The Jones' Buick had also died nearby and they had waited 2 hours while the tow truck driver figured out where they were. He had no trouble finding the T. Meanwhile a 1915 Oldsmobile had died so it was also towed behind the trailer to a findable spot and another tow truck called. We missed the dirt road and Dillon Candy. The Buzzard's Breath Touring Region held their meeting that night, so repairs were delayed.



Enjoying the back roads in vintage iron

Wednesday we rode with Greg Tocket and Don Barlup in Greg's 1911 Cadillac. We traveled back roads to the Tallahassee Automobile Museum – very back roads. These cars were built before paved roads were common, so 6 miles on dirt roads thru woods and farmland felt like stepping back in time. The museum was huge and its 2 stories held an eclectic mix of cars and automobilia, stationary engines, buggies, boats and spark plugs. But no MGs. We spent hours perusing the exhibits, and had lunch there. Greg put water in the Cadillac.



Tallahassee Auto Museum

At Bradley's Country Store we watched a Stanley Steamer refueling with a garden hose and enjoyed the shade under huge live oaks strung with Spanish moss. We got to know 2 unusual tourists, a 2-year-old boy and a yellow lab. Both were very well-behaved. Greg put more water in the Cadillac, which he did frequently the rest of the tour.



Right: Yellow lab



Below: Two-year old tourist

After dinner at the Homecoming Restaurant, the evening was spent rounding up tools and a gas line fitting, a muffler clamp (Susan had been complaining about fumes, the exhaust pipe was not connected) and a battery, with quality time spent under the car.

Thursday we drove the Model T to Four Corners Gin, one of the largest in the USA, where we saw cotton in huge bales delivered, cleaned, deseeded and repacked in small, neat bales. I think they served coffee, too. Lunch was at the Cairo, GA Antique Auto Museum at Mr. Chick Restaurant, owned by Wayne and Rosanne Hadden. We looked and ate and listened to the thunder getting closer and closer. Lucy showed an intense storm so we looked some more and waited for the rain to pass. After several rolls of paper towels, the cars were driveable and the tour resumed.

After dinner at Paulies Pizza in Thomasville with Herb and Fran Oakes and Hulon McCraw, we did some more wandering and found The Big Oak. At 329 years old this live oak is 68 feet high and 162 feet wide with a trunk circumference of 24 feet. The sign said to call a number and stand by the sign for a picture that would be sent to your phone. It was, but they need to move the camera or trim some branches, 2 of us were hidden.



Cairo Antique Auto Museum

Friday was another beautiful day for driving the Model T, with Herb and Fran in the back seat, to B. Lloyd's at Barwick, GA, where pecans and other nuts are turned into snacks and ice



Lineup at B.Lloyd's

cream toppings. Lunch was on our own in Moultrie GA, after parking our cars around the town square. We found a nice looking place where the harried manager took our order and promptly lost it. After a very long wait we finally got food, and the manager apologized profusely and gave it to us for free. We shopped our way around the square, keeping in mind that we had limited space in our carry-on bags. Next stop was Maule Aircraft Corp. to see how single engine airplanes are built. The closing meal was close to the hotel and very informal. Terry spoke for his dinner again and was rewarded with a

“peecan full of pecans” which Herb took home and delivered later. What a great tour!



*Terry receives a pecan.
Steve Gordon does the honors*

We had a choice for the flight home: leave Jacksonville Saturday afternoon and spend hours going home by way of Nashville, or leave Sunday morning on a direct flight to Norfolk. The direct flight won and we headed for St. Augustine to tour the Castillo de San Marcos, the oldest masonry fort in the USA. First stop was the gun deck where a reenactment crew went thru all the steps required to fire a cannon – in Spanish. Then we explored every corner of the 2.5 acre fort and the narrow streets of the town of St. Augustine, which was carefully laid out and used to be surrounded by a wall. A nice relaxing end to a great week.

490 tour miles
1666 travel miles

AACA Fall National Meet, Hershey, PA, October 6-9, 2010, Hershey Region

I know Hershey has been reported already, but we had such a great time I couldn't pass up a chance to write about it. Terry left home Tuesday because he had meetings, but we couldn't miss the MG club meeting so we rode up with Bob and Dot Parish on Wednesday. Night at the Museum that evening featured an auction of decorated gas pumps and my favorite featured an MG on the top. We enjoyed the food and silent auctions and talked to Mr. and Mrs. Hershey, Teddy Roosevelt (Corky Coker) and Ted Fiala (Peter Heisman), then wandered thru the museum, always a treat, and visited the Tidewater Region memorabilia on display in the regions room.

Thursday we spent the day in the flea market shopping in the sunshine. We saw a lot more than Terry because he kept stopping to talk. He also spent a few hours selling fleas. There were several MGs in the car corral, including a 1953 TD modified by Inskip for Lee Majors and Farah Fawcett with a price tag of \$69,500! We were invited to the Hornets Nest Region dinner that evening where Terry spoke for his supper and we enjoyed the company of friends.

Friday was busy with the Spark Plug Collectors of America meeting, the Buzzards Breath Touring Region meeting, and more shopping. Susan found another car purse and a bird house made of Virginia license plates. The evening buffet for AACA and Hershey Company gave us a chance to renew more friendships. No speaking this time.

Saturday started too early, with the judges' breakfast at 7 am, where Terry and Susan received huge boards with dash plaques from all the meets and tours on them. 18 judges had attended all the meets this year and 3 all the meets and tours. There was just enough time to see the MGs in class 25 and talk with a few owners before Susan had to leave for a luncheon at Hotel Hershey – what a place! – then return to work in judges administration, while Terry judged. The cars were released so it was back to the flea market to pack everything into the van. The awards banquet featured excellent food and a long list of winners – Terry spent a lot of time on his feet presenting trophies. Hershey Region does everything with class and rewarded Terry with a huge bag of car show and chocolate goodies. But they saved the best for Susan – a lamp with a faux stained glass lampshade with 3 MGs on it!!! Back to the Hershey Lodge for the last time, we had finally figured out the meandering floor plan. A good night's sleep and a late wake up later, we were on the road for home.



658 miles

FROM AACA—NEW AACA ROSTER

By Terry Bond, AACA President Emeritus

The AACA Board of Directors looked into producing a quality roster of members this year. The old roster was a big waste of effort and money and the every-other-year format changes were frustrating. After reviewing several firms that produced "yearbook" type rosters, Harris was chosen. Harris has had several successful ventures with car clubs and was familiar to many. The idea was to produce a roster of nice quality that would be available to members if they chose to buy a copy. We've always sold our roster books to members but few were ever requested. The data base was provided to Harris and from that, members received mailers asking them to call to verify their information and add to it including photos if requested. The data belongs to AACA and is being provided the same as it would be to any other company printing our information. It isn't going to be used for any other purpose, in accordance with AACA's bylaws. The result has already been beyond our expectations with over 3000 copies sold to date. AACA received an initial payment for contracting and will receive a percentage from book sales. So, in addition to being a nice roster, it's an income producer for AACA—one of many things we can do to help reduce costs and keep dues reasonable.

To help solidify the relationship and expand the understanding of AACA among workers at Harris, local clubs have been bringing out cars at their locations. This has already been done at their west coast operation and was well received. We hope that a few Tidewater Region members can bring their cars to the Harris location in Chesapeake next Wednesday between 1-4 pm for chance to meet the folks handling the AACA project. It's a good opportunity for Tidewater region to play an important part in this and I hope we can have half dozen or so nice cars and friendly Tidewater Region members there to show our colors. Part of our mission is to show folks what this hobby is all about and this will certainly help.

Editors note: Look for pictures of our cars supporting the AACA Roster in the next Mud Flap.



IN LOVING MEMORY

It is with great sadness that we must pass on to all of you that Charlene Barnett, the daughter of Charles and Shirley Nissen

passed away April 3rd. Please keep Charles and Shirley in your thoughts and prayers.

Our thoughts and prayers are with Fay and Douglas Kist with the recent passing of Fay's mother.

Condolences to Skip Patnode and Jessica Cervantes on the loss of their family member Iris Stacey. Iris was Skip's mother-in-law. She was a school teacher in Orwell, VT.

ELEGANCE AT HERSHEY

The Elegance At Hershey to feature some of the World's rarest and seldom seen cars

Originally printed in the Speedster

On June 12, 2011, some 60 rare, seldom seen automobiles will converge on the magnificent lawns of The Hotel Hershey® for The Elegance at Hershey. Many are one-of-a-kind custom built cars, such a trio of



1950s concept cars of Chrysler, Mercury, and Plymouth and the wild Rolls-Royce Phantom III by the Parisian firm Labourdette. Other iconic limited production vehicles include a 1931 "Blower" Bentley (1 of 50 built), and another supercharged sports racer, the 1931 Mercedes-Benz SSK Roadster (1 of 38), along with a crowd favorite Tucker 48. It's a rare opportunity to view just one of these great examples, but to be able to see an entire lawn of these four-wheeled sculptures is truly breathtaking!

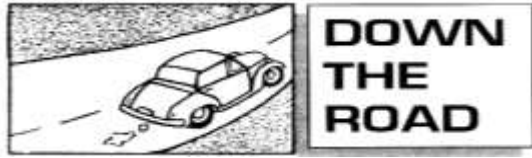
The celebration will kick-off Saturday with the Grand Ascent. This homage to the history of racing in Hershey, PA will feature the vehicles charging up the winding back road of *The Hotel Hershey*. This spectacle of vintage race cars in motion will consist of open wheeled cars, sleek envelope bodied sports cars, small displacement sports racers and classic home built creations.

The highlight of the weekend's events is The Elegance, an invitational showing of the finest cars will occur in and around the formal gardens and reflecting pools at the rear of *The Hotel Hershey*. The cars on display will be representative of what many consider the formative years of the automobile through the immediate post-World War II golden age. All manner of cars including brass, vintage, classic, sports and exotics and even race cars will fill this exclusive display of hand picked automobiles.

When it comes to rarity and history, this show will feature cars that are second to none. One-of-a-kind masterpieces, celebrity owned cars and the most desirable of collectables will dazzle spectators. The display will be the automotive equivalent of the finest display of master works of art at one of the world's greatest museums.

The Elegance at Hershey is more than a celebration, it is also about causes. The entire weekend is for the benefit of the Juvenile Diabetes Research Foundation and the AACA Museum and AACA Library & Research Center.

To purchase tickets for the Elegance call 717-534-1910. For more information please visit the website www.TheEleganceAtHershey.com.



LOCAL

- May 19 TRAACA Monthly Dinner Meeting (Aberdeen Barn)
- May 30 127th Portsmouth Memorial Day Parade
- June 18 TRAACA to the Richmond Meet
- June 25 TRAACA Ice Cream Run
- July 16 TRAACA Judging School
- August 6 Virginia Beach Farmer's Market Show n' Shine
- August 26 Friday Night Social, Oaklette United Methodist Church
- August 27 TRAACA Annual Meet (Virginia Beach Airport)**
- Sept. 10 TRAACA Manifold Picnic

REGIONAL

- May 8 .. 14th Triennial Coaching Day featuring Stratford Hall Inaugural Hall Antique Car Show, 10 – 5 at 483 Great House Rd. Stratford, VA, 804-493-8038 or bsharpe@stratfordhall.org
- June 4....54th Annual Historic Downtown Fredericksburg Antique Automobile Show**, contact J. Gordon Brown – 540-372-6896, Register by May 27th.
- June 18 ...**42 Annual Richmond Region AACA Show and Swap Meet**
Meet flyer on the Richmond Region website

NATIONAL

- May 19-21AACA Eastern Spring Meet (Stowe, VT)
- July 24-29AACA Special Vintage Tour (PA)
- August 11-13 AACA Southeastern Fall Meet (Bristol, TN)
- September 18-23AACA Glidden Tour (MD)



THROUGH THE WINDSHIELD

MAY DINNER MEETING

For those of you who have never attended the AACA National Meeting in Philly, this dinner meeting will be a chance to see a little bit of what you are missing. Bob Stein will do one of the presentations he does there on Antique Cars and the Internet. We know you will enjoy it.

KNOTTS ISLAND WINERY TOUR—CANCELLED

TOUR TO 42nd RICHMOND REGION MEET

June 18th will be an opportunity for Tidewater Region to turn out en masse for the show and swap meet in Richmond. Lots of folks have been to this one for years. This year we can make it a special event and tour for Tidewater Region.

>>>>> PARADES <<<<<

By Jere Avenson, Parade Chairman

The last week in May is a great weekend for Old Car's and Parades. I have been informed verbally, with letters to follow, that we are on for the Strawberry Fest and Memorial Day Parade. Pungo's always a fun event with lots of strawberry stuff to buy to make healthy desserts from. Memorial Day is also firm and I'm awaiting a letter from Portsmouth to tell us our assignment. I don't have the firm information in time for the May Mud Flap so I'm giving you what I have. Let's get a good turn-out to advertise the TRAACA and show the people of Tidewater our beautiful cars. Remember to bring your magnetic TRAACA signs. For additional information call Jere Avenson at 549-1008.

The 28th Annual Pungo Strawberry Festival Parade will be held on Saturday May 28th, 2011. The parade steps off at 10 am sharp. If you plan to participate, you will need to be in the assembly area at the Coast Guard Station on Indian River Rd. between 8 and 9 am. Our unit number has not yet been assigned. Watch your e-mail or call for more information near the date.

The 127th Annual Portsmouth Memorial Day Parade will be held on Monday May 30th, 2011. The parade steps off at 11 am sharp. Participants will need to be in the staging area at I.C. Norcom High School no later than 10 am. Our unit number has not yet been assigned for this parade; more information will be available as we near the parade date. We're looking good based upon advance commitments, weather permitting, so come out and be a part of the oldest continuous parade in the nation!

Chesapeake's 2011 Fourth of July Parade will be held on Monday July 4th, 2011. The Celebration will be at Lakeside Park on Saturday, July 4th. The Parade lineup starts at 8:00 and the parade leaves South Norfolk Baptist Church at 10:00. All participants are invited to join in the Lakeside Park festivities after the parade so bring the grandkids with you. Historically, this parade travels along at a pretty good clip with a minimum of slowing.

TRAACA 38th Annual Meet – Two Great Shows in One!
TRAACA's 38th Annual Meet is going to be a dual affair – two separate car shows that will provide the maximum opportunity for auto enthusiasts to show off their vehicles. PRESERVING THE PAST will feature unmodified antique and special interest vehicles 25 years and older, with AACA-style class judging. MODS AND RODS will showcase customized vehicles of all types and ages, with division judging. Jere and Carol Avenson are providing Registration management, serving as the primary contact point for all participants. The TRAACA Annual Meet at the Virginia Beach Military Aviation Museum is a Wings and Wheels even that is fast becoming one of the best car shows around. Mark your calendar for August 27th. Registration information and forms are available on the TRAACA web site at www.aaca.org/tidewater. Get your registration in early and save \$5!



WINNER	VEHICLE	CLASS	AWARD
AACA SE Div Winter National Meet Homestead, FL on March 5th			
Jeff Locke	1977 Demm Smily	5d	Repeat Pres

**12th Annual British and European Car Show
Williamsburg, VA, April 3rd**

Bob Pellerin	1938 Flying 10 Standard	1 st Place
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**AACA Southeastern Spring Meet
Charlotte, NC, April 9th**

Jeff Locke	1977 Demm Smily	5D	Repeat pres.
Richard Hall	1922 Ford	11	Repeat pres.
Dick McIninch	1936 Rolls Royce	19 C	Senior
Mark Strang	1953 MG	25A	1st junior
Sue Bond	1974 MG Class.	25E	Repeat pres
Jim Elliott	1966 Corvair	27G	Repeat pres.
Bob Roughton	1910 Oakland	HPOF	Historic Pres. Cert.
Tony Scarpelli	1964 Imperial.	HPOF Rpt	HistoricPres.Cert.
Ken Roach	1919 Oakland	HPOF Rpt	HistoricPres.Cert
Bob Stein	1964 Centaur	HPOF Rpt	HistoricPres.Cert

THE HUMOR SECTION



From Pat Locke
Originally in the Saginaw Region AACA Newsletter

The local car dealer, who was known to have taken advantage of several people in the community, informed a farmer that he was coming over to purchase a cow.

The farmer priced the cow as follows:

BASIC COW	\$499.95
Shipping & Handling	35.75
Extra Stomach	79.25
Two-Tone Exterior	142.10
Produce storage compartment	126.50
Heavy-duty straw chopper	189.60
Four-spigot/high-output drain system	149.20
Automatic flyswatter	88.50
Genuine cowhide upholstery	179.90
Deluxe dual horns	59.25
Automatic fertilizer attachment	339.40
Pre-delivery wash and comb	69.80
FAMER'S SUGGESTED LIST PRICE	2,843.36
Additional dealer adjustments	300.00
TOTAL PRICE (including options)	<u>\$3,143.36</u>

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Customer: OK
Tech support: Did the keyboard come with you?
Customer: Yes
Tech support: That means the keyboard is not plugged in. Is there another keyboard?
Customer: Yes, there's another one here. Ah...that one does work...

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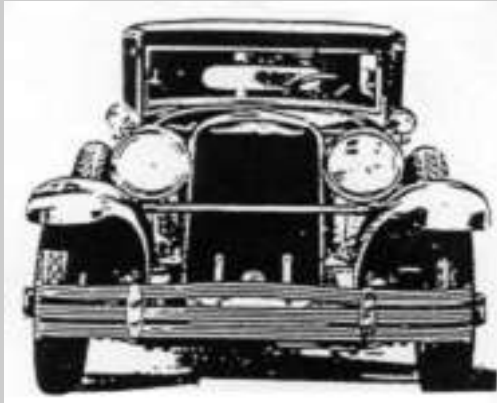
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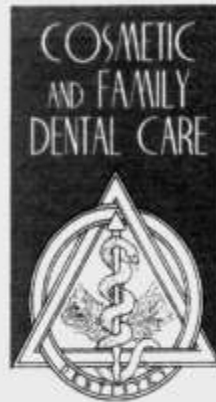
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