

# TIDEWATER Antique Automobile Club of America REGION



VOLUME 56 NO. 10 NOVEMBER 2012

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



## ❧ SEASON'S GREETINGS ❧



Sue Bond's 1974 MGB at Humpback Bridge, VA



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**President Bob's Nov./Dec. Message**

Here we are at the end of the year, and also the end of an era. After fifteen years of producing our award-winning Mud Flap newsletter, Marty and Neil Sugermeier are ending their unprecedented rein as editors with this issue. It's a sad day for TRAACA, but no one can fault either of them for wanting to pass the responsibility to someone else. Unfortunately, no one has stepped up to accept that responsibility despite repeated pleas that began early this summer. So I will be assuming editorship as of January 2013 as I pass the Presidency of the club on to Wes Neal.

Be prepared for big changes. About the only part of the Mud Flap that you'll recognize is the name. There will be absolutely no confusion about the newsletter being under new management. This is due to the simple fact that I don't have time to do the work that Neil and Marty have put into the newsletter each month. You may actually like the streamlined format. If not, I'll be glad to turn the newsletter over to anyone else who is serious about the responsibility.

But that is the Mud Flap to come. For now, I extend my deepest appreciation for the incredible job Marty and Neil have done for Tidewater Region. Our newsletter is widely regarded as one of the finest in all of AACA, and has been a constant source of pride at the National meeting in Philadelphia. I have no doubt they will be collecting one last Master Editor's award for 2012 in February, an appropriate end note to fifteen years of dedication and excellence.



**Announcements**

**NEW ADDRESS**

**Ed and Ginny Lail  
7216 Enders Ave  
San Diego, CA 92122-2809**

**CHANGE EMAIL ADDRESS**

**For Wes Neal to:  
[wes.neal@cox.net](mailto:wes.neal@cox.net)**

**UPDATED MEMBERSHIP RENEWAL FORM**

**The updated membership renewal form is on the last page. Send it in ASAP to make sure you are included in the 2012 TRAACA Roster.**

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**HAPPY  
MOTORING  
DURING THE  
HOLIDAYS**



## - - - - - My MGs - - - - -

By Sue Bond

The story of my MGs has to start in 1972 when Uncle Sam sent Terry to the Navy base near Edzell, Scotland. Since I was not command-sponsored, Ken and I followed a month or so later to give Terry time to find a place for us to live. (That's a story in itself! He went to look at a cottage and saw the landlord's Austin 7s in the garage. Jock swore Terry said, "Nice cars, I'll take the cottage," without even looking at it.) One of the guys he flew over with was a corpsman who bought a brand new blaze red MGBGT when he got there. Every time I took Ken to the clinic on base I saw that car. Even though I didn't know what all the letters meant at the time, I knew I wanted a car just like it.

Fast forward to 1987. We had spent six years in Scotland, the rest in Maryland and Virginia. Two kids now, one with a driver's license. We'd bought a house in Chesapeake but Terry was stationed in Sicily. My new company was in the black and I no longer needed a station wagon every day. The MG idea resurfaced but I knew I did not need a project car – our one-car garage was stuffed with the 1935 Morris and pieces I had bought on sale for the detached garage we intended to build. No room to restore a car. So I called Richard Hall to find out what to look for and where to look. I didn't even know there were chrome (early) and rubber (after 1974) bumper cars, and that the GT was closely related to a roadster. I wanted a roof over my head. I drove Richard's GT to see if I could – good thing I already knew how to drive a stick-shift – and loved it. And he knew where there was an available car, a black 1972 GT. Perfect! But it was in Texas.

Owned by Pam MacIntosh, my GT was from Tidewater and had moved with her to DC and then to Amarillo, Texas – it rode in the van with the furniture and got its hood and fender dented when something fell on it. Her Dad is Roy Wiley, an MG owner from way back and a good friend of Richard's. Pam sent pictures and a list of pluses (sheepskin seat covers ...), I sent a money order. Her sister flew to Amarillo and the two of them spent three August days and 1800 miles in that little MG driving it up here, and she and Roy delivered it to my door. The temp sending unit and A/C didn't work and it needed new front shocks, but it had only burned one quart of oil on the trip, had only (1) 46,335 miles on the clock, and it was mine – the first car ever registered in my name! We made a trip around our "block" and she showed me how everything worked, including the overdrive. It was great!

I drove it everywhere till a new lever shock came in from Apple. Our local garage put it on and when I picked the car up there was a note on the front seat – the water pump leaked. So it didn't go to the Richmond British car show that first year. Fortunately a repair manual had come with the car and I had learned to maintain my 1956 Austin A30 when we lived in Scotland. I pushed the Morris out of the garage and found out the GT's radiator did not have a drain spigot and our garage floor is higher in the middle than at the sides.

Except when I needed room for more than two people, I

drove my black MG every day for four years, to work and to shows. But my business was taking more and more time, which left too little for maintaining the B, and we got to know Dale Old and his tow trucks. Replacing the SU fuel pump with solid state helped, as did fixing some bad grounds and installing a rebuilt alternator. But when the accelerator cable snapped at the entrance to the Downtown Tunnel (I joined the "Tunnel Club", a subset of the MG Club) in '92, I went shopping for something that I could just start and drive. The closest I could find to the GT was a stick-shift Escort hatchback. The MG became a weekend car which didn't see the road a lot in the late 90's, as having to earn a living got in the way of having fun.

In 2000, our granddaughter Taylor turned four and I started taking her to shows in the MG. I had finally found some of the gremlins in the electrics – replacing the bullet connectors which had disintegrated made a huge difference in its reliability. I even drove it to St. Louis for MG 2003 and the only problem was split solder on the radiator which was repaired in Lexington, KY. – fortunately the clutch was replaced before I made that trip or the outcome would have been different. Since it was a 30-foot car (looked great if you were more than 30 feet away) I could drive it anywhere in any weather, including the muddy field at Britain on the Green in '02 where it got second place (only 2 cars in my class showed up), and an MG club wine tour where we parked on raw clay at a winery and a thunderstorm turned it into a quagmire – first time I ever drove my car sideways. It had plenty of "poor man's rust proofing" (an oil leak at the front of the engine and a leaky front gearbox seal) so the mud didn't hurt anything. It did blow a rear brake cylinder coming down Afton Mountain on 250 in '03 and was towed to Gassman Automotive in Waynesboro, but it came home on its own four wheels. I drove it on winery tours, fall tours, winter blasts, the Tail of the Dragon, and to North American MGB Register conventions and AACA meets. The more it ran the happier it was.

*You should have seen the smile on her face after doing the*



*Tail of the Dragon.*

But you can't have just one. Early on, son Ken wanted to drive my MG. Not so fast kid, that's my first car! So we found one for him at the Richmond British car show in 1989, a 1974 damask red GT with only 73,384 miles on it. With 007 MG on his license plate and 007 MGB on mine, I had all sorts of people I didn't know waving at me, especially young girls. We taught Ken to work on cars when the red GT needed a new clutch, steering boots, shocks and head gasket, then an engine transplant. We took both cars to local shows, and on a rally weekend with the MG club to the Bowie British car show at Allen Pond, Maryland. He drove that red GT everywhere until the '69 Dodge in front of him stopped and he didn't. He lost. The MG came home on a trailer and he moved to Texas. It was 1991 and, with 110,000 miles on the clock, that MG became a permanent resident of the "barn" we had built to house old cars. The engine was pulled and rebuilt, and the necessary welding had been done by Frank Linse, but the only time anything else happened was when we had the annual MG club tech session in the barn and a few more pieces were removed. Finally, in '04, I decided it had to be finished.



*Before paint*



*After paint*



*Grandkids Jack and Taylor helped out.*

Richard Hall had his Packard painted at Jesse's Rod shop, at least three acres of black paint that looked so good I had to have the red MG painted there, too. So more pieces were removed, including most of the glass – the windscreen was so pitted I was blind when driving into the setting sun. Terry left for a flea market somewhere and Jesse called, he would start the MG Monday. So I got the neighbor kids to help me push it on the trailer, drove the new truck with the trailer for the first time, and delivered it. Couldn't back the rig down the driveway when I got home, but that's another story. Terry was home when it was finished so he drove this time. I spent a few very warm days removing the compound, and wondering if the paint would always look pink in the sun.



*Sue working on the break job*

We reinstalled the bits and pieces Terry had painted, along with new brake lines and steering rack, and then delivered it back to Frank Linse who, with Vince Groover's help, put the engine in and got it running. Driving it home with no interior or bumpers was interesting, especially when it sputtered and stopped on Military Highway, the carbs had a problem, so it had its first ride on a tow truck back to Frank's. Fortunately it was a quick fix and I drove it home the next day.

We did the rest of the reinstallation quickly and were putting the seats back in the night before we left for MG 2006 in Gatlinburg TN. What a shake-down cruise! I drove the black one and Terry drove the red one on great mountain roads and had a blast. He did knock the muffler off on a speed bump in Abingdon, but that and a flat battery (I'd left the headlights on) were the only problems we had.



*Sue accepts an AACA preservation award from Dick Pensyl at our local meet in 2009.*

We drove both MGs for two years, taking the grandkids with us whenever possible, and putting 25,000 miles on the red one which acquired an AACA senior and Grand National second in the process. Then I realized that if I didn't kill a few rust bugs in the black one I might lose it. Being a unibody car meant that those inner and outer door sills had a lot to do with keeping the front end attached to the back end. So Frank Linse fired up his welder again and replaced all the usual panels. Jack Pavlidis helped us pull the engine and gearbox and, while Terry was at Hershey, I took the rest of it apart. And there it sits. The engine is done, various small pieces are painted, but we just haven't had time the last few years to do much to it. Maybe this winter..... At least with two MGs in the garage, we should always have one on the road. If Mr. Lucas cooperates.



## FINAL EDITORIAL BY NEIL AND MARTY SUGERMEYER



### Neil Sugermeyer

As we come to the end of another season of ATRAACA events and calendar year, it is also the last edition of the Mud Flap for which Marty and I are responsible. It has been an interesting and rewarding journey. For me, much of it has been behind the scenes review while for the first ten years Marty and Ivie Lister struggled monthly to produce the award winning publication that arrived at your door ten times a year. When Ivie passed away, my job expanded a bit, but it still was Marty at the computer who pulled all of our inputs together into the final product.

We followed some darn good editors – Pat and Jeff Locke, Terry Bond, Sam Kern and Bob Eddy – who gave us encouragement and a pathway to build upon, and for fifteen years we have been fortunate enough to be recognized as Master Editors by AACA. Such recognition, however, happened because of the inputs of many club members who took the time to write a story about their car which was the cover picture, activities coordinators who wrote to plug an event or to tell about the result, the club Presidents who faithfully provided words of wisdom for each issue, committee persons who provided inputs as necessary, and advertisers without whose sponsorship we would not have had the funding to produce what we did. For this we extend sincere thanks for the help we have always gotten to make the Mud Flap the voice of the club to all of the members.

As we turn editorial responsibility over to Bob Stein, we wish for him the same cooperation and enthusiasm that we have been so fortunate to have received. It will continue to require the inputs of many members to make the Mud Flap remain a vital and award winning newsletter. Remember, the Mud Flap is OUR region's source of club information, and as members, WE must continue to participate in providing stories and information to the editor. Bob is already soliciting inputs for his first edition – As his tenure progresses, take a few minutes to provide him with the same support that you have given to Marty and me.

As we leave the editorship of the Mud Flap, thanks to everyone who has supported our efforts over the last fifteen years. It has been an honor and a privilege to have been entrusted with our Region's newsletter.

## From Under My Hat



By Marty Sugermeier

Summarizing the journey of fifteen years would be impossible in the amount of space available in this final Mud Flap, a bimonthly issue. Thinking of all the highs and lows, the struggles and triumphs, reminds me of the many times when Ivie and I would be beyond tired late on a Sunday evening having decided what the solution to our problem of trying to fit all the information into the space allowed by the constraints of cost and post office requirements was. The solution was for all of you people to STAY HOME.

I have heard many editors complain about not having enough to fill their newsletters. For Tidewater Region, the opposite is true. As Neil stated, keep it up. Your contributions whether they are in writing or by your enthusiastic activities are what have made the Mud Flap stand out over the years.

We do have a bit of a problem thought. Bob Stein has agreed to take on the task to make sure that the Mud Flap continues. However, he already has enough to do with our online publications. I would be willing to bet that less than 1% of the regions in AACA have an online update of events like the Mud Speck. We are hoping that someone will step up to the plate and take on the Mud Flap. You don't need to commit to fifteen years. Some of our successful editors have been around for less than five years.

When Neil asked me if I would be interested in doing the Mud Flap early in 1998, I had no clue about the size of the task. He was president at the time and Pat Locke had asked to be relieved of the job because of other pressing duties. My reply was "Well if you can't find anyone else." That amounts to volunteering for the job in club lingo. Fortunately, I asked Ivie to help me within the first month of assuming the position. Ivie was retired and took to computer work like a duck to water. He was fearless. He thought nothing of stripping his hard drive and reinstalling the software. Fortunately his area of expertise was graphic arts which he had been doing in the traditional manual methods in a successful graphic arts business. My total qualification was knowing the basics of word processing in Microsoft Word.

Through Ivie's not always patient tutelage, I learned to manipulate other forms of software. The improvements in software have made doing Microsoft Publisher not much more difficult than using Microsoft Word. Many of the tools are the same. Fortunately Microsoft Publisher is a much more stable platform than Word for a newsletter. Ivie insisted that we work in Word. He thought that any of the publishing packages would limit our creativity. We might have been able to complete our task hours earlier if we had been working in Publisher.

The position of newsletter editor has always been considered one of the most important in an AACA region. It truly is the glue that holds a region together by linking past events to future ones. Take a look at the events already in the works for 2013 for TRAACA and our national meet scheduled for 2014. An exciting time, YOU could be part of it.



## September 4 – TRAACA Board Meeting

By Tony Scarpelli, Secretary

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

The board meeting was called to order at 6:30 pm at Priority Chevrolet. Directors present were Wes Neal, Vice President, Jim Villers, Treasurer; Tony Scarpelli, Secretary; Linda Pellerin, Past President; and Board members Dick Chipchak, Barbara Talley, and Bob Roughton. Also present were Ken Talley, Bob and Dot Parrish, Kit Laurence, Mickey McChesney, Bill Wilcox, Richard and Sandy Hall, Terry Bond, Keith Colonna, Neil Sugermeier, Sam Kern, and John and Marie Gancel.

Jim Villers gave the Treasurer's report and it was submitted for audit. Tony Scarpelli did not read the August minutes, he was not present in August and the minutes were taken and previously submitted by Bob Stein. Bob Parrish reported two new members. Membership is currently about 155, or 300 or so with families.

### COMMITTEE REPORTS

#### Activities:

- September 21-23, WW1 Biplanes and Tri-planes- Sam Kern has 6 car commitments, would like 6 or so more. Cars can be up until 1930 as long as they look like WW1 era. Afterward, display cars can stay in the museum for the week until Wings and Wheels show the following week.
- September 29, Neptune festival- Wes Neal will call James Tait, parade coordinator, to find out if our club is participating.
- September 28, Friday night social cancelled.
- September 29, Annual meet update, to be held after the board meeting.

### OLD BUSINESS

- 2015 national meet update, Neil Sugermeier stated the parking lot of our national show may be the site of a proposed basketball arena. The board consensus is that there would still be enough parking without this lot.

### NEW BUSINESS

- By-laws- Linda read the by-laws pertaining to proposed slate of candidates for next year. Candidates should be proposed by past presidents, (Linda excluded because she is current member of the board), published thirty days prior to the vote.
- Mud Flap editor status, Marty and Neil are retiring, Bob Stein probably does not have time to be new editor. Wes Neal may like to get his wife involved, he will ask. The board then discussed what editor duties are, where to get articles and how to get people involved writing about events. Jim Villers suggested it may be best to get Bob Stein replaced as MG Club editor to do the Mud Flap. There was a short discussion on how this arrangement might be divided.

There being no further business, the meeting was adjourned at 7:01PM

## October 10 – TRAACA Board Meeting

By Tony Scarpelli, Secretary

*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; Tony Scarpelli, Secretary; board members Dick Chipchak, Barbara Talley, and Bob Roughton. Also present were Ken Talley, and Kit Lawrence.

Jim Villers gave the Treasurer’s report and it was submitted for audit. Tony Scarpelli read the September minutes. There were no other reports.

### COMMITTEE REPORTS

Activities:

- The upcoming calendar for October was not discussed.

### OLD BUSINESS

- There are trophies and 14 cases of water from our annual show.
- Board candidates. Candidates have been published in the Mud Flap. The voting at the October meeting will be short of the required (according to the by-laws) 30 days, but will be acceptable. Ken Tally stated that if there are nominations other than the present selectees, those nominees will be voted upon in November.
- Mud Flap editors. Bob Stein is not interested in being the Mud Flap editor at this time. Wes Neal stated that Larry Printz, who is not a club member, would like to be a contributing writer. Jim Villers stated that Larry is prohibited from joining our club; however, he can contribute stories. During a discussion on simplifying the job of the editor, Jim Villers stated that in the MG club, every event is farmed out to individuals that are responsible for articles and pictures. They are not the person(s) organizing the event. Ken Talley pointed out that in past years the activities committee would select individuals to do these functions. Jim Villers pointed out the Mud Flap may need to change becoming less of a magazine and more of a source of future information. Marty and Neil Sugermeyer are publishing one more issue before their retirement.

### NEW BUSINESS

- Bob Stein stated the chili cook-off scheduled for November 10<sup>th</sup> could be a problem if the day is cold. It was suggested the church that cancelled our October dinner meeting might host the chili cook-off. Wes Neal stated that the Chili cook-off, the monthly dinner meeting/silent auction, Thanksgiving Holiday, and the Christmas party taking place within a 30 day period that maybe the cook-off should be cancelled. A consensus was reached that the Chili cook-off, the silent

- auction and the dinner meeting could be combined and held at the church. Bob Stein said that he would look into this.
- Barbara Talley suggested changing the board meeting date duing October because of Hershey. Changing and/or simplifying the annual Banquet awards were also discussed.
- There was also a discussion on board duties and our Standard Operating Procedures, (SOP). It was pointed out that the National Board has an SOP with the list of duties already published.
- Wes Neal asked about the role of the activities committee in this year’s dates and events. Bob Stein replied that the Activities Committee was not proactive as it could have been, was not well organized, and tasks and events were not assigned. Dick Chipchak asked if the committee should meet more often, perhaps after the board meetings.
- Bob Roughton stated that the Nuts And Bolts Club has been updated by Jeff Locke. Jeff has been asked to invite the club president to the Nut And Bolt meetings and activities.
- Dick Chipchak reported that 19 people had signed for the fall tour. A discussion followed on the reimbursement of expenses for tour organizers in general. Presently, Jim Villers is paying receipts he receives. Jim suggested that \$100/day should be paid to organizers, with more being paid if receipts over this amount are provided. It was agreed that this needed further discussion with possible inclusion in the by-laws.
- Ken Talley stated that we are out of blank signs to mark classes for our annual show. Kit Lawrence suggested having more made at Sign Masters. He volunteered to do signs for our annual show.

There being no further business, the meeting was adjourned at 7:36PM

## *IN LOVING MEMORY*



*Doris Whitlow, 87, passed away on October 30, 2012, in Charlottesville, Virginia. Doris and Detlef Whitlow were very active members of Tidewater Region for many years. Doris will be greatly missed by her family and friends.*



*Becky Woodall’s dad, Jack Easter of Clifton Forge, VA, passed away on October 6, 2012. Jack was greatly admired. He will be missed by his family and friends.*



## TRAACA 39th Annual Show

**S**eptember 29th turned out to be a wet one. Whenever you plan outdoor event, you run the risk of weather issues. A hurricane came along last year, but we had enough warning that we could use our rain date option. The weather wasn't so definite this year - what started out as a prediction of 20 percent chance of scattered showers Thursday became 60 percent chance of rain by late Friday. It was too late to try changing the date, so Kit Lawrence and his intrepid crew of volunteers spent most of Friday setting up the show field and facilities. And, darn it all, for once the weathermen were right! A light mist became sprinkles as the first vehicles showed up, and we had a mix of showers, light rain, and drizzle for the rest of the day. But you know what? We still had a really nice show! A surprising number of beautiful antique cars showed up despite the weather, including a Duesenberg, brass-era cars, and some magnificent freshly-restored cars getting wet for the first time!

This included John and Lynne Heimerl's stunning 1935 Chrysler Airflow belonging, which was awarded Best in Show! There was pretty much a vehicle to suit every taste, from a 1907 Orient Buckboard, to a 6-wheel Army 'mule', to the fearsome-looking Armed Forces dragster. And participants were not just local folks, either. We had vehicles from Pennsylvania, North Carolina, and all over the state of Virginia, and TRAACA members John and Vicky Peters came all the way from Florida to volunteer their time! Thanks to all of the hard-working volunteers and participants who didn't let Mother Nature dampen their spirits. This year's meet may not have been as big, but we all had fun. And that's what the hobby is all about!



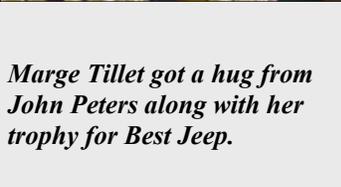
*Even the PA system needed rain a rain coat.*



*Judging went on in spite of the drizzle.*



*Meet Chairman Kit Lawrence and Terry Bond during the awards presentation*



*Marge Tillet got a hug from John Peters along with her trophy for Best Jeep.*



*John and Lynn Heimerl won Best in Show for their 1935 Chrysler Airflow Sedan, the car that was featured on the cover of the October Mud Flap..*



*Umbrellas were the order of the day for greeters Bob and Sylvia Roughton*

*and*

*participants Tyler Gimbert and Terry Bond below in Tyler's 24 Model T.*



## HERSHEY

By Bob Stein

On October 10-13, the Hershey Swap Meet and Car Show - Mostly sunny skies and reasonable temperatures brought tens of thousands of hobbyists out for the 2012 Hershey Flea Market and more than 1300 antique vehicles out for the AACA Eastern Division National Fall Meet, the world's biggest car event. Wander through acres of cars and parts, you could find everything from a steam-powered motorcycles to a million-dollar Minerva, gas pumps, brass lamps, toys, artwork, and just about anything else automotive you could think of. And of course, TRAACA members were also out in force, both in the swap meet and at the big show. Riley Best and Dan Ciccone both received recognition for judging credit awards.

Members roaming the fields included John and Lynn Heimerl, Dick McIninch, Tony Scarpelli and Leslie McGinn, Terry and Sue Bond, Neil and Marty Sugermeyer, Bob and Dot Parrish, Tyler Gimbert, Frank Lagana, Richard and Sandy Hall, Mickey and Toni McChesney, Sal and JoAnn Saiya, Rad and Margie Tillett, Sam Kern, Bob Powell, Bob and Pam Bond, Tom and Tammy Cox, Jeff and Pat Locke, Dick McIninch, Ken and Charlene Roach, Bob and Sylvia Roughton, and Kathy Kellam - and that's not even a complete list!

**Bob Bond towers over his 1946 MG. Richard Hall is in the chair behind the car.**



**Dwight Schaubach's 1957 Cadillac**

**Gordon Garnett with his 1955 Oldsmobile**



## FBI FILM FESTIVAL DISPLAY

By Bob Stein

On October 16<sup>th</sup>, members of the Cape Charles Model A Club and Tidewater Region came out to support the FBI Citizen's Academy FBI Film Fest Event at the Kempsville Cinema Cafe. This year's event featured gangster movies, a display of 'Tommy guns', and cars from the 1920s and 1930s to set the mood for 'Dillinger' tonight and 'The Untouchables' on Thursday. TRAACA participants included Killer Ken and Bankheist Barbara Talley dressed fit to kill in their 1929 Buick, Big Bad Bob and Dastardly Dot Parrish in their 1931 Chevrolet, Dapper Dan Ciccone in his newly-acquired 1937 Packard Super Eight, and Reprehensible Robert Stein in his 1937 Pontiac.



**Ken and Barb Talley at the FBI Film Festival with their 1929 Buick Bob and Dot**

**Parrish at Cinema Café for the FBI Film Festival**



## TRAACA October Dinner Meeting

Members and guests attending the Dinner Meeting on Oct. 18<sup>th</sup> thoroughly enjoyed the presentation by Bob Stein on his trip to England, especially the 2012 Beaulieu Autojumble, Europe's equivalent to Hershey, on Sept. 8<sup>th</sup> and 9<sup>th</sup>. This world class event is the source of one of our most prestigious club trophies, the Beaulieu Award. The Beaulieu Estate was started in 1956 by John, Second Baron Montague of Beaulieu. On the ground of the estate are Beaulieu Abbey, Palace House and the National Motor Museum. Bob's slide show left all of us wishing for a chance to explore the estate and attend the Autojumble.

## VETERAN'S DAY PARADE

By James Tait

What a great turn out for the Veteran's Day Parade! Since I've been doing parades with TRAACA, I've never seen



**TRAACA cars with the Princess Ann Band Behind**

such a turn out! The weather was perfect, the cars all behaved, and the crowd loved them too. The participants were Tom Wedeking 41 Dodge PU, Tony Scarpelli 55 Desoto, Viator Trudeau 68 Cadillac, Skip Patnode 67 Alfa Romeo, Dana, Debbie, and Daisy Meadows 57 "T" Bird, James and Dawn Tait 81 Delorean, Neil and Marty Sugermeyer 65 Rambler.



*The Princess Anne High Flag Team was very impressed with the Tait's 81 Delorean.*

*Dana Meadows, Tony Scarpelli, Debbie Meadows with Daisy and Neil Sugermeyer pre parade*



In the future, we'd love to have see more of us though. If you've ever given thought to being in a parade, consider the VB Veterans Day Parade, the cooler weather makes it much more comfortable and easier on our old cars. Hope to see you there next year!"

## **SILENT AUCTION**

By Marty Sugermeyer

Once again the Silent Auction on Nov. 15<sup>th</sup> turned out the largest crowd of the year at a TRAACA Dinner Meeting. The selection of treasures was a bit smaller this year so the bidding was more intense for some items. Most items received a bid and went home in a different car. That's what this evening is all about. Instead of a speaker, we have more time to socialize and it is always fun to see what turns up. The picture of Bob Pellerin got a lot of attention as did a number of tools. Books are always a hot item and food does well too. Marty's two pecan pies earned a very respectable amount for the club. So, if you did not bring a treasure this year, you might want to start a SILENT AUCTION BOX for next year. That way when an item that is taking up space in your home needs to find a new home, you can have it ready to go to the Silent Auction next November.

*Patrizia and Alfonso Ludovici went home with a fancy holiday basket.*



TOOTIN  
OUR  
HORN



## **WINS AT HILTON HEAD**

On Sunday November 4th, at the Hilton Head Concours de'Elegance, John and Lynn Heimerl's Airflow Imperial Coupe was awarded Best in Class in Highway Elegants, Class 7b, with 11 entrants. Ron Pack also won a Palmetto award in the Modifieds division, with his 1947 Chevrolet woody wagon. Ford was the featured make, focusing on the Model T with over 30 fine examples present, including an original slide-out camper!



**John Heimerl with the 1935 Chrysler at Hilton Head**

## **TRAACA Cars Pictured in Antique Automobile**

Don Whitlow's 1964 Ford Thunderbolt is pictured on page 44.

Reggie Nash's 1940 Nash is on page 53 and his 1909 Rambler is on page 57..



## **TRAACA Membership Dues Increase for 2013**

Although we have delayed as long as we can, the TRAACA Board voted this month to raise our 2013 annual membership dues by \$5, to \$25 a year per household. It has been almost a decade since we made a 'cost of living' adjustment, and expenses have been outstripping income for quite a while.

What do your dues cover? In addition to the award-winning Mud Flap newsletter, membership dues pay for event insurance through AACA National, club trailer and sign maintenance, administrative costs for bookkeeping, printing, supplies, and club stores. We also provide subsidies for a number of club events, such as the Holiday Party, Awards and Installation dinner, wienie roast and other activities through the year. Attend just one of those events and you more than get the extra \$5 back.

We did examine a number of alternatives. One of the most common suggestions was adding a surcharge for members who want to have a printed copy of the Mud Flap mailed to them. Although the printed Mud Flap represents the largest individual expense, enough members have adopted the electronic version to make our newsletter self-sustaining with ads. These folks also saved the club almost \$4,000 in printing and mailing expenses over last year, which was a critical plus for TRAACA in a year that saw our biggest fund raiser get 'watered down' by Mother Nature. For now, we will continue to keep the newsletter as a privilege of membership regardless of the format you need to get it in.

The new Membership Fee is effective as of the Board Meeting, so Membership renewals posted after Tuesday, November 13<sup>th</sup>, will be \$25. Those posted prior to that date remain \$20. So those of you who had the initiative to renew early saved \$5 (No, I was not one of them).

-----  
**ACTIVITIES COMMITTEE VOLUNTEERS**

One of the great things about Tidewater Region is the opportunity to drive and share our vehicles as we participate in activities year-round. This year we expanded our activities to include local one-day tours in January and February, and though Mother Nature seemed to have it in for us in 2012, we still managed to maintain a pretty good schedule.

As we head into 2013, Tidewater Region needs to get more members involved in the Activities Committee. This is the group that plans, organizes, and produces the tours, displays, and other activities that allow us to actively participate in the old car hobby.

The 2013 version of the committee is getting an overhaul that should make it easier on everyone involved. We would like to have the committee meet once a month after the TRAACA Board Meeting on the second Tuesday. Each member will 'adopt' one event. Not that they have to do everything themselves, but that person would take the lead and handle scheduling of facilities and coordinating resources and publicity as required.

Please consider participating in this crucial committee. If you are interested, contact Wes Neal ([wes.neal@cox.net](mailto:wes.neal@cox.net)) or Bob Stein ([posti@aol.com](mailto:posti@aol.com)) and let them know you will participate.

-----  
**2013 at the Military Aviation Museum  
at the Virginia Beach Airport**

By Sam Kern

The Military Aviation Museum once again heartily welcomes our participation in 2013:

May 16 (Thursday) The Battle of Britain Remembrance of the German campaign against the UK during the summer and autumn of 1940. A few period cars are needed, by invitation, for a static display near the WWI hangar. The Battle of Britain was the first major campaign to be fought entirely by air forces.

May 18 and 19 (Saturday and Sunday) WWII Commemoration. About 10 cars of the 20's, 30's and 40's will be needed for both static display and perhaps a parade along the runway. 2013 is the first year the Museum has requested our participation in this popular event.

June 01 (Saturday) A Flying Proms with the audience seated at picnic tables or on blankets laid on the grassy field near the WWI Hangar. As part of the Virginia Arts Festival, the Virginia Symphony performs while war birds enact in the sky above: a "symphonic air show." Participation will be by invitation. In the UK, there is a long tradition of having musical proms held outside during the late summer evenings.

October 12 and 13 (Saturday and Sunday) WWI Commemoration. About ten '00's, 10's and 20's cars (up to Model A's) are needed and requested for static displays and operational activities. Last year we paraded two times, carrying dignitaries along the runway and in front of the grandstand. Over the years this has always been an enjoyable opportunity for our participants. The down-side is that WWI conflicts with Hershey (October 9-12). However I plan to put the Franklin on display at the museum before heading to Hershey.

Weather permitting; the museum should be doing lots of flying for these events. As "Volunteers" we will not be charged admission, but we must purchase our own food on site or arrange for a box lunch for the Proms. All museum activities are always a lot of fun and these for 2013 will be no exception. Contact Sam Kern to participate and to volunteer.

And, the museum expects us back again for our 40<sup>th</sup> Annual Meet in September. Look for details. Looking further ahead, the Military Aviation Museum expects to host and provide flights for many national events commemorating WWI planned from 2014 through 2017. The museum is the only facility in the country having operational WWI airplanes with an air strip. Undoubtedly the museum will ask for our support: watch for opportunities



**DOWN  
THE  
ROAD**

**LOCAL**

- Dec.1**..... TRAACA Holiday Party, Cypress Point Country Club
- Jan 8** .....TRAACA Board Meeting
- Jan.19**.....TRAACA Installation Banquet
- Feb.12** .....TRAACA Board Meeting
- Feb 21**..... TRAACA Dinner Meeting
- Mar 2** .....TRAACA Annual Swap Meet (Chesapeake)

**REGIONAL**

- Apr 4-7** ..... AACA Southeastern Spring Meet and Swap Meet (Charlotte)

**NATIONAL**

- Feb. 6-9**.....AACA Annual Meeting in Philly
- Feb.20-23**...AACA Winter Meet, Lakeland, FL



# Celebrity Spotlight



## WINNER VEHICLE CLASS AWARD

### TRAACA 39th Annual Meet

|                   |                         |     |          |
|-------------------|-------------------------|-----|----------|
| Mark Gresalfi     | 1907 Waltam Orient      | 1a  | 1st      |
| Robert Green      | 1961 Metropolitan       | 4b  | 1st      |
| Alan Swenson      | 1971 Austin America     | 4b  | 2nd      |
| Tyler Gimbert     | 1964 Puch               | 5g  | 2nd      |
| Terry Bond        | 1914 Ford T             | 10b | AACA Rec |
| Sandy Hall        | 1922 Ford T             | 11  | AACA Rec |
| Tyler Gimbert     | 1924 Ford T             | 11  | 3rd      |
| Mark Gresalfi     | 1917 Metz               | 15  | 1st      |
| Ken Talley        | 1929 Buick              | 18b | AACA Rec |
| Sam Kern          | 1925 Franklin           | 18d | AACA Rec |
| Dwight Schaubach  | 1929 Duesenberg         | 18e | AACA Rec |
| Bob Woolfitt      | 1934 Packard            | 19c | AACA Rec |
| Neil Sugermeyer   | 1931 Willys-Knight      | 20a | 1st      |
| John Heimerl      | 1935 Chrysler C-2       | 20c | AACA Rec |
| Mark Gresalfi     | 1935 Dodge Sedan        | 20c | 2nd      |
| Bob Stein         | 1937 Pontiac            | 20d | 2nd      |
| Chris Lawrence    | 1937 Dodge Winchester   | 20d | AACA Rec |
| Dana Meadows      | 1937 Chrysler Imperial- | 20d | 1st      |
| Bob Pellerin      | 1937 Volvo PV 51        | 20d | AACA Rec |
| Barbara Talley    | 1939 Mercury            | 20e | AACA Rec |
| Earl McLaughlin   | 1930 Ford               | 21d | 1st      |
| Bob & Jane Ward   | 1930 Ford               | 21d | 1st      |
| Matthew Gresalfi  | 1937 Dodge Truck        | 22b | 1st      |
| Margie Tillett    | 1942 Ford Jeep          | 22b | 1st      |
| Mark Gresalfi     | 1949 Chevrolet Truck    | 22c | 1st      |
| Gary Terwilliger  | 1949 Diamond T Truck-   | 22c | 3rd      |
| Susan Bond        | 1974 MGB GT             | 25e | AACA Rec |
| Jack Pavlidis     | 1971 MGB GT             | 25e | 1st      |
| Mark Gresalfi     | 1947 Oldsmobile         | 26a | 2nd      |
| Dewey Milligan    | 1953 Ford Sedan         | 26d | 1st      |
| Anthony Scarpelli | 1956 Chrysler           | 27b | AACA Rec |
| Sandy Dawson      | 1956 Ford               | 27b | 1st      |
| Christian Aicher  | 1958 Buick Super        | 27c | 2nd      |
| Pete Koch         | 1956 Pontiac GP         | 27c | 2nd      |
| Marty Sugermeyer  | 1965 Rambler-           | 27c | 2nd      |
| Jody Dudley       | 1965 Mercury Comet      | 27c | 1st      |
| John Gancel       | 1968 Chevrolet          | 27h | 1st      |
| Linda Pavlidis    | 1978 Cadillac Deville   | 27m | 1st      |
| Bob Parrish       | 1978 Ford Thunderbird   | 27m | AACA Rec |
| Thomas Wedeking   | 1981 Cadillac           | 27m | 2nd      |
| Jeff Locke        | 1985 Cadillac Fltwood   | 27p | 2nd      |
| Joe E. Burroughs  | 1941 Ford               | 28d | 2nd      |
| Dwight Schaubach  | 1957 Cadillac Eldorado  | 28d | 1st      |
| Vito Serrone      | 1958 Corvette           | 30a | 1st      |
| Jim Elliott       | 1958 Corvette           | 30c | 1st      |
| Sandy Dawson      | 1957 Chevrolet          | 33  | 1st      |
| John Maragon      | 1964 Mustang            | 34a | 2nd      |
| Charlie Dawson    | 1964 Mustang            | 34a | 2nd      |

|                 |                      |      |          |
|-----------------|----------------------|------|----------|
| Jody Dudley     | 1965 Mustang         | 34a  | 1st      |
| Bob Parrish     | 1966 Chevelle        | 34a  | AACA Rec |
| Frank L. Lagana | 1950 Chevrolet       | DPC  | DPC      |
| James Woodall   | 1967 Mercury Cyclone | DPC  | DPC      |
| Bob Roughton    | 1910 Oakland         | HPOF | HPOF     |

### SPECIAL AWARDS

|                                |                               |                            |
|--------------------------------|-------------------------------|----------------------------|
| <b>Bob Pellerin</b>            | <b>1937 Volvo</b>             | <b>Best Foreign Car</b>    |
| <b>Jody Dudley</b>             | <b>1965 Mustang</b>           | <b>Best Mustang</b>        |
| <b>Tony Scarpelli</b>          | <b>1956 Chrysler</b>          | <b>Best MOPAR</b>          |
| <b>Margie Tillett</b>          | <b>1940 Ford Jeep</b>         | <b>Best Jeep</b>           |
| <b>Bob Parrish</b>             | <b>1966 Chevelle</b>          | <b>Best Chevrolet</b>      |
| <b>Vito Serrone</b>            | <b>1958 Corvette-</b>         | <b>Best Corvette</b>       |
| <b>Dwight Schaubach</b>        | <b>1957 Cadillac Eldorado</b> | <b>Best Cadillac</b>       |
| <b>Bob Woolfitt</b>            | <b>1934 Packard</b>           | <b>Best Classic Car</b>    |
| <b>Tyler Gimbert</b>           | <b>1924 Model T</b>           | <b>Merritt Horne Award</b> |
| <b>John &amp; Lynn Heimerl</b> | <b>1935 Chrysler C-2</b>      | <b>Best in Show</b>        |

### Khedive Temple 10th Annual Show Oct. 6th

|              |               |                               |
|--------------|---------------|-------------------------------|
| Tom Wedeking | 1940 Dodge PU | People's Choice Award         |
|              |               | Club Participation for TRAACA |

### Bayside Baptist Church Virginia Beach Oct 6

|             |               |        |
|-------------|---------------|--------|
| Joe Geib    | 1966 Avanti   | Top 10 |
| Bob Parrish | 1958 Corvette | Top 10 |

### Benefit Show LCpl. Cody Childers Oct. 7th Chesapeake, VA

|                  |                            |           |
|------------------|----------------------------|-----------|
| Mickey McChesney | 1965 Chevrolet Convertible | 1st Place |
|------------------|----------------------------|-----------|

### Hershey Fall Meet 2012 Hershey, PA Oct. 13

|                  |                    |     |               |
|------------------|--------------------|-----|---------------|
| Al Mercer, Jr.   | 1922 Mercer        | 17a | Repeat Pres 2 |
| John Heimerl     | 1935 Chrysler      | 20c | Senior        |
| Dwight Schaubach | 1923 Packard       | 17b | Senior        |
| Reggie Nash      | 1940 Nash          | 19e | Repeat Pres 2 |
| Don Whitlow      | 1964 Ford Thndrblt | 24a | Repeat Pres 2 |
| Bob Bond         | 1946 MG            | 25a | Repeat Pres 2 |
| Dwight Schaubach | 1957 Cadillac      | 29  | First Junior  |
| Robert Hyatt     | 1970 Mercedes-Benz | 25d | Senior        |
| Gordon Garnett   | 1955 Oldsmobile    | 25a | First Junior  |
| Jim Elliott      | 1982 Corvette      | 30c | First Junior  |
| Dick McIninch    | 1986 Mercedes-Benz |     | Original HPOF |
| Gary Terwilliger | 1948 Chrysler      |     | HPOF          |

### Hilton Head Concours de'Elegance Nov. 4th

|              |   |                       |
|--------------|---|-----------------------|
| John Heimerl | 1935 Chrysler Airflow Imperial Coupe in Highway Elegants Class 7b | <b>Best in Class</b>  |
| Ron Pack     | 1947 Chevrolet woody wagon Modifieds division                     | <b>Palmetto award</b> |



### THROUGH THE WINDSHIELD



## HOLIDAY PARTY

By Sandy Hall

If you want to check out Santa's list early to see who is *Not* on his nice list, plan to be at TRAACA's Christmas party. Linda Pellerin and Sandy Hall are back this year as the party elves so come join the fun. Mark your calendar for Saturday, December 1 with socializing beginning at 6:00 and dinner at 7:00 at the Cypress Point Country Club. Dinner will be buffet style and the cost per person is \$21.00. The actual cost to the Club is more but the Board decided that the Club will subsidize the difference. As I said before, it is a buffet so you don't need to make that decision. Just tell your call person "Yes" when he or she calls you. There will be prizes and surprises!! Don't forget to wear your holiday attire.

## 2013 INSTALLATION BANQUET



*Our 2012 Installation Banquet will be held on Jan. 19<sup>th</sup> at Cypress Point Country Club. Look for more details online and your call person will be calling for reservations.*

## THE HUMOR SECTION



### Law of the Garbage Truck

One day I hopped in a taxi and we took off for the airport. We were driving in the right lane when suddenly a black car jumped out of a parking space right in front of us. My taxi driver slammed on his brakes, skidded, and missed the other car by just inches! The driver of the other car whipped his head around and started yelling at us. My taxi driver just smiled and waved at the guy. And I mean, he was really friendly. So I asked, "Why did you just do that? This guy almost ruined your car and sent us to the hospital!" This is when my taxi driver taught me what I now call, 'The Law of the Garbage Truck.'

He explained that many people are like garbage trucks. They run around full of garbage, full of frustration, full of anger, and full of disappointment. As their garbage piles up, they need a place

to dump it and sometimes they'll dump it on you. Don't take it personally.

Just smile, wave, wish them well, and move on. Don't take their garbage and spread it to other people at work, at home, or on the streets. The bottom line is that successful people do not let garbage trucks take over their day. Life's too short to wake up in the morning with regrets, so...Love the people who treat you right. Forgive the ones who don't. Life is ten percent what you make it and ninety percent how you take it!

Have a wonderful, garbage-free day

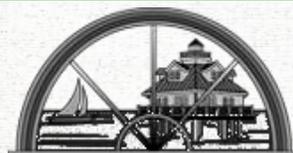
**I don't approve of political jokes. Too many of them GOT elected!**

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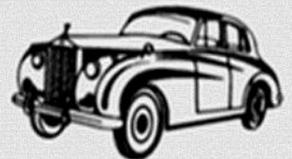
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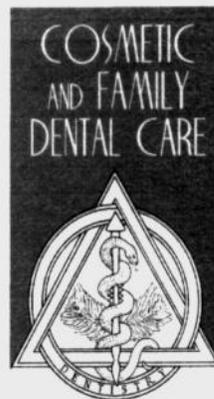
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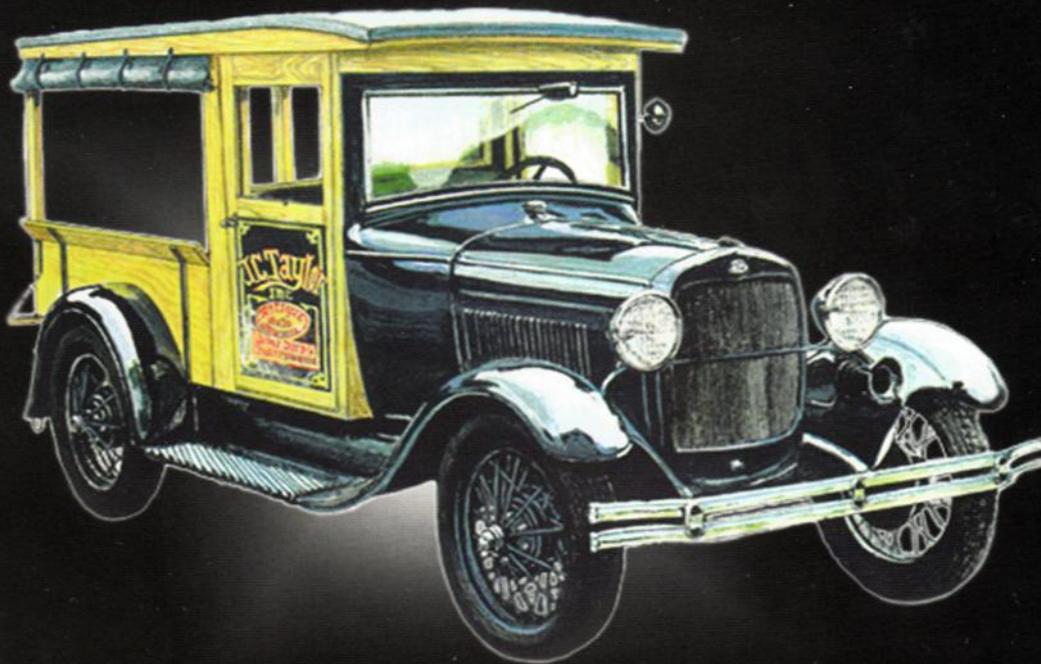
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# 2013 Tidewater Region AACA

## New Membership/Renewal Form



Please complete this form and mail it with your check for \$25 to:

**TRAACA Treasurer – Kit Lawrence, 3101 Yeates Lane, Virginia Beach VA 23452**  
**Dues cover both Member and Spouse.**

Remember that you must be a 2013 AACA National Member to belong to the Region.  
 Your renewal must be received by Jan. 15, 2013 to be included in the 2013 Roster.

**Please fill out completely:**

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Street \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone #: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

His work phone: \_\_\_\_\_ His email: \_\_\_\_\_ (Primary \_\_)

Her work phone: \_\_\_\_\_ Her email: \_\_\_\_\_ (Primary \_\_)

National AACA Number \_\_\_\_\_ My 2013 AACA membership is paid. \_\_\_\_\_

**NEW MEMBERS:** Please list your antique vehicles below and note condition using the following codes: Restored (R), Original (O), Partly Restored (PR), Under Restoration (UR).

**RENEWING MEMBERS:** If you have added or deleted a vehicle, please circle 'change' and provide the description so we can update the directory.

Vehicle (change) 1: (     ) Year/Make/Model: \_\_\_\_\_

Vehicle (change) 2: (     ) Year/Make/Model: \_\_\_\_\_

Vehicle (change) 3: (     ) Year/Make/Model: \_\_\_\_\_

**GET ACTIVE:** What club event, activity, or function would you like to help with?

\_\_\_\_\_

**SUGGESTIONS AND COMMENTS:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_