

TIDEWATER Antique Automobile Club of America REGION



VOLUME 54 NO.2 March 2010

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





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President Linda's March Message

Outgoing AACA President Mike Jones with Linda at the President's Dinner in Philly

The adventure to Philadelphia leaves us with many memories to cherish. Terry and Sue Bond, Marty and Neil Sugermeier, and Bob Stein were the first group of travelers to head out on Wednesday, with what turned out to be the blizzard of the decade. It was clear with white-out conditions they would not make it to Philly. They found a hotel in Delaware and hunkered down for the night. Provisions of beer, scotch, fritos, cheese and crackers and some sandwiches, what else would you need to survive a blizzard? Maybe some chocolate!

The snow plows started working at midnight, and the group had hopes the road would be clear by morning. As the sun came up so did a new day! The news was the roads were clear and off they went. It was good news for the rest of us as it was minute to minute on the decision to travel to Philly. Bill Wilcox and Dan Ciccone were off and running early. Mickey and Toni McChesney and Bob and Dot Parrish had the green flag also. Peter and Clair Catanese started from New Jersey and Bob and I arrived by plane later in the afternoon.

We all met for a crazy dinner at Bucca di Beppo and had a blast! During the night Tony Scarpelli and Leslie McGinn arrived. Jeff and Pat Locke, Tom and Tammy Cox, Kit and Betty Lawrence were also in attendance. We members of the Tidewater Region are not wimps! We were all wearing our "Saltwater to Firewater" orange sweatshirts and we made quite an impression. The Tidewater Spirit was the talk of the weekend. Tom Cox dubbed me the "fashion police" and Joe Vicini would agree!

This was a special year at Philly as our own Terry Bond was installed as our National president. We are all very proud of Terry and know he will lead us and the AACA in the right direction. If you have never been to Philadelphia for our annual meeting, mark your calendar for next year. We can look forward to supporting our First Lady Sue Bond next year at the "First Ladies Breakfast". It was a great time in the "Pumpkin Patch" and fun was had by all!

We have a lot of fun events to look forward to as the year kicks off. The Annual Swap Meet will be Sat. Mar. 6th. We are still looking for baked goods for the bake sale. Come join in the fun! The Square Car tour is Sat. Mar. 13th, which is always a great time and I expect to see some of the ladies from the "Stick Shift Driving School" out on the road!

"When you're a self-starter, others don't have to be a crank."

Unknown

Announcements

Welcome New Members

Charles Richards, III & Laura Horne Jordan
3226 E. Ocean View Ave #2
Norfolk, VA 23518
His home # 804-852-2945
Her Cell # 472-1832

THANKS!

A special thanks to Toni McChesney for her many years of service as a call person.

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2010 AACA President Terry Bond receives the gavel from 2009 AACA President Mike Jones.

Terry's Speech at the AACA Annual Banquet

By Terry Bond, AACA President
Tonight is very special for us, and for AACA. Susan and I have been playing with old cars since the late sixties, and it's been a great ride together. I want you to know we're members, just like you. Your first lady sometimes has grease under her fingernails, and we both have gasoline in our systems. A cut or hangnail oozes AACA blue and gold.

Standing here as your 2010 President, I must thank our friends and fellow members in the Chesapeake Region and the Tidewater Region - the home team - for all the great experiences that have helped prepare us for this. We look forward to the coming year as we travel the country to help celebrate our 75th Anniversary and we feel like we're taking all those folks in the orange shirts with us. It'll be a challenge as we always need to get back to work Monday mornings, just like many of you. But over the years we've learned that AACA tired is a good feeling.

I won't keep you long because tonight is your Academy Awards banquet, but I want you to know that I stand in awe of those who have led AACA to where we are today.

We should pause for a moment, and ponder what our founders had in mind when the seeds of AACA were first planted. What was there about this that was so special they would work so long and hard to move us to this juncture?

I believe they would smile in approval of things like the AACA Museum, the Library & Research Center, our Headquarters, HPOF, Drivers Participation, our website and discussion forums, and this table of awards tonight. I think they would be proud of the hundreds of volunteers who have worked just as hard, and given so much, to preserve AACA for the future.

I am particularly proud of our directors, introduced earlier. Their service has been and will continue to be extraordinary, and self-less.

Every president has a theme - Mike's last year was perfect, reflecting on the service and dedication of those who work so hard to help you have fun.

I've had a lot of suggestions for mine too. But, I need only look at our mission to realize that everything we do must support that mission. As the Premier Resource for the old car hobby, we must support that mission at our regions and chapters level. This year, I'm calling for just that - **Supporting Our Regions and Chapters**. This is the key to our future. It is in the regions and chapters where we will grow our membership. It is our regions and chapters where youth programs will thrive. It is from our regions and chapters where our future leaders will emerge. It is in our regions and chapters where our activities will unfold and where we can share in all the fun this great hobby has to offer.



TRAACA members "the Pumpkin Patch" look on as Terry Bond is installed as the 2010 AACA President. (Photo by Bob Stein)

While the world certainly has changed around us, we find ourselves here tonight, looking ahead to the next 75 years, and beyond. We honor our heritage and look forward to the future.

Although our big anniversary celebration is in Louisville Kentucky later this year, I ask you to raise your glass with me tonight and toast this great club, and the future.

In the words of one of our founders, the late Ted Fiala, "Long live AACA - may it never run out of gas." Happy Anniversary.



Marcy Jones, AACA First Lady for 2009, presents a First Lady Pin to Sue Bond, AACA First Lady for 2010. (Photo by Andy Wittenborn)

From Under My Hat (HOOD)

By Marty Sugermeyer



hicles and no traffic was allowed into Philly, plus advice from some hard core truckers and the folks in the restaurant finally made us consider getting off the road. Don't you love technology? Within a few minutes, Sue on her Droid and Bob Stein on his wireless laptop had found us a comfortable and pet friendly motel just a few miles up the road.

We partied in our room (mostly on sandwiches we'd packed, beer, and the scotch) through the late afternoon and watched a movie on Bob's laptop to while a way the hours. Turning in early seemed a good plan. The forecast was for the snow to stop at midnight. We knew that the trucks would clear the highways before dawn.

It took quite a bit of digging to get our vehicles free of the snow that had piled up on and beside them over night plus the piles the plow had created behind

Terry said, "In Michigan this is just a light dusting."



them as it cleared the motel parking lot. The motel supplied breakfast and we were on our way again. Through the morning we got reports on the adventures of other TRAACA members in their efforts to get to Philly. By early afternoon we had arrived and settled into the hotel. Because of the weather, the turnout looked light. Folks in orange sweat shirts kept arriving.

Linda Pellerin blows out some representative candles to celebrate her annual '39th' birthday at our dinner out on Thursday night at Bucca di Beppo.



The AACA Annual Meeting, Philadelphia, PA on Feb. 11-13 had a different feel this year. To begin with, we went a day earlier to get Neil to a meeting of the Library and Research Center Board meeting. That meant that Neil and I with Bob Stein and our pup Johnny could caravan with Terry and Sue Bond, kinda special to go with the incoming AACA President and First Lady. The urge to get there was strong, but a massive east coast snow storm was stronger. Just as we cleared the Chesapeake Bay Bridge Tunnel, snow started to fall. While we were still in Virginia, driving became a challenge with covered roads and at times blizzard conditions. The lulls between



We'll make it, no problem!

white outs gave us a false sense of confidence. WE WERE GOING TO MAKE IT TO PHILLY TODAY! Maryland was more of the same, blowing and drifting snow and occasional whiteouts. However, we had a magnet pulling us toward Delaware. Maybe Jimmy's Grill was open for business and we could warm ourselves with some chow.



Where did that truck go?

As we neared the Delaware border, the discussion of food turned serious. Since the restaurants in the area had been in snow conditions for a few days, they might not be open. Driving more slowly because of the snow had upset our schedule. The fast food option was mentioned. Coming into Delaware, we found a truck stop with a Burger King attached. Sliding into a parking space and stepping into many inches of snow had not yet put reality on the front burner. The weather map on the telly, news that Delaware roads were closed to all but emergency ve-



Linda Pellerin and Sue Bond at the First Lady's Breakfast. They are already planning the one for next year.

AACA members are amazing. Some had anticipated the problem and come a day early. Somehow, by midday Friday, the halls and elevators of the hotel were bustling with excited car folks, each one wearing a big nametag strung around their neck.

TRAACA was a big winner at Philly this year. Here is the list of our wins:

TRAACA PHILLY WINNERS

Terry Bond became the **President of AACA**, the first national president from TRAACA.

(photo by Andy Wittenborn)



Bob Stein won a **Master Webmaster Award**, his 10th.

Marty and Neil Suger-meyer won **Master Editor Awards**.

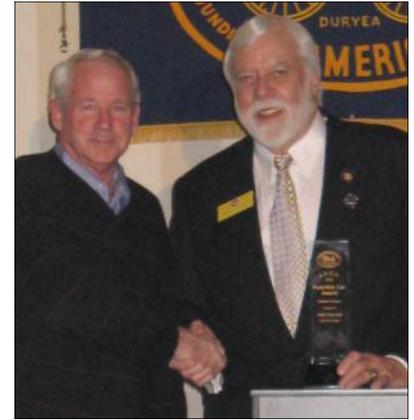
(Linda and Bob Pellerin enjoyed seeing the Mud Flap cover of their Volvo on the Master Editor board.)



Marty and Neil were very surprised to win the **Ann S. Eady Award** for their contribution to the quality of club newsletters and promotion of AACA.

Christopher Lawrence won the **George M. Holley Excellence Award – Eastern Division** with his **1937 Dodge**.

(Right—Photo by Bob Stein)



Bill Thumel (not present) won the **Past President's Racing Cup Southeastern Division** with his **1967 Lola T70**.

CHILLY PHILLY IMPRESSIONS

Bill Wilcox - What I enjoyed most was being part of the now infamous Pumpkin Patch supporting Terry and Sue as they move into the Office of President and First Lady of AACA. The seminars were fun especially Bob Stein's, and the Italian dinner round table at Boca de Bucca in Philly was great. A most enjoyable weekend despite the Philly and travel SNOW.



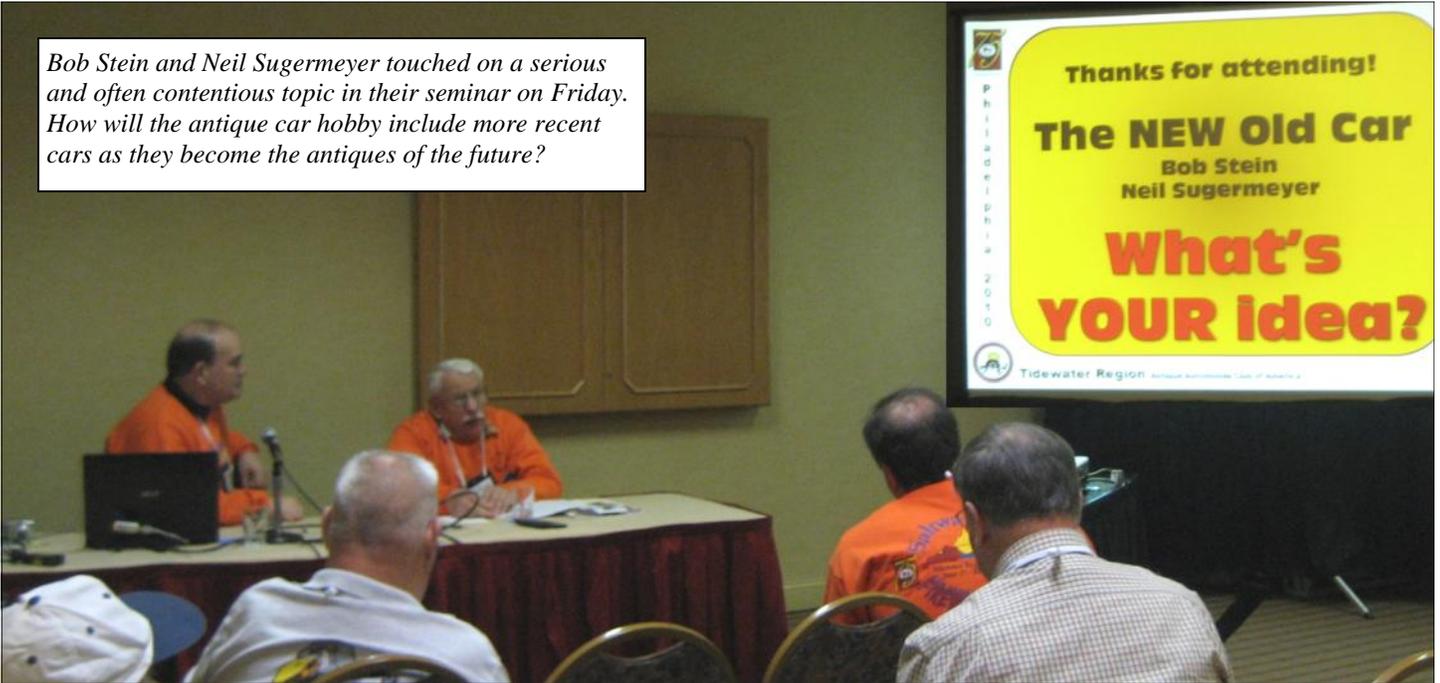
Bill Wilcox is second from the isle in the first row next to Mickey McChesney who just won a treasure at the auction.

Dot Parrish - After debating whether to get on the snowy roads or not, Mickey finally made the decision about 7:15 AM on Thursday that we would try to get there. Not much of a problem as the road crews did a fabulous job of clearing the roads.

The most memorable event came at the auction when Randy Stone asked all of the "orange shirts" if we worked for the state department and I said "no, we just got out of jail."

Everywhere we went someone asked us about our shirts. We had no problem finding anyone there with the shirts. In general, it was a great weekend, even if they were predicting more snow for Philadelphia. And I got the bargain of the night at the auction, a Boyd's Bear Christmas Tree.

Bob Stein and Neil Sugermeyer touched on a serious and often contentious topic in their seminar on Friday. How will the antique car hobby include more recent cars as they become the antiques of the future?



Bob Stein - The annual AACA National Membership Meeting in Philadelphia was a special event for TRAACA this year as our own Terry Bond took over as the President for 2010. Appropriately, we had one of our largest crowds ever of region members on hand to cheer as the gavel was passed. All of the TRAACA folks planning to attend made it to the event, and we were soon a topic of conversation as we wandered the seminars, meetings, and hallways in our bright orange 'Saltwater to Firewater' tour sweatshirts. Although many of the planned seminars were cancelled because the presenters bailed out on account of weather, all of the session hosted by TRAACA members went on as scheduled. This included programs by Jeff and Pat Locke, Bob Stein, and Neil Sugermeyer.

Tidewater was also well represented in the Saturday Night awards banquet. Neil and Marty Sugermeyer received the Master Editor's Award, and Bob Stein received the Master Webmaster award, member Christopher Lawrence received a National Award for his 1937 Dodge station wagon that was displayed at our annual meet in September, and Bill Thummel recieved a National Award for his 1967 Lola race car. The surprise of the evening was the presentation of the Ann S. Eady Memorial Award to Neil and Marty Sugermeyer - this award is given annually to the editor(s) who have best promoted the general welfare and spirit of the AACA. TRAACA friends Reggie and Cindy Nash from the Richmond Region were presented with a National Award for their 1951 Nash-Healey. The ride back from Philadelphia was uneventful, but fun. Some of the members enjoyed a side trip to a private collection just outside of Philly, as well as the 'required' stop for crab cakes and pie at Jimmy's Grille in Bridgeville, DE. The whole trip was a great success, and we all look forward to AACA's best year ever with Terry Bond at the helm!

UPCOMING EVENTS

After all the excitement at Philly, we don't want to ignore the upcoming events. Call Neil Sugermeyer to volunteer for the **TRAACA Swap Meet on March 6th** (see article). The Swap Meet is followed a week later by the **Square Car Tour on March 13** (see article by Sandy Hall). Our **Spring Tour to the Eastern Shore** will be on **April 24 to 25** (see Bill Wilcox' article) and the **ODMA Meet is May 7 & 8** (see Ken Talley's article)

Signing up for AACA National events in advance is required. Unlike local shows, you can't just show up, even if you are not showing a car. If you plan to judge or attend other events and banquets you need to get your request card from the AACA Magazine or visit the national website, and send in the card for information and registration forms. The **Grand National in New Bern, NC** will be on **May 13-15**. A few of our members have cars that achieved a senior award at a national meet in a previous year and are eligible to enter the 2010 AACA Grand National. Be sure to see Ken Talley's article on getting ready for the **Saltwater to Firewater Tour to Louisville June 27 to 30th** to celebrate the **75th year of AACA**. All in all, 2010 is shaping up to be one of the best for TRAACA. Get your name on the list and come on out to enjoy the fun.



NOTES FROM THE BOARD

JANUARY 12, 2010 – TRAACA Board Meeting

By Linda Pavlidis, Secretary

The board meeting was called to order at 6:01 pm at Priority Chevrolet. Members present were Linda Pellerin, President; Bob Stein, Vice-President; Linda Pavlidis, Secretary; John Gancel, Treasurer; Board members Scott Davies, Riley Best, Don Hobbs and Bill Wilcox. Also present were Frank Lagana, Marie Gancel, Toni McChesney, Tony Scarpelli, Bob & Dot Parrish and new members, Christian Aicher and Bill Thumel.

The December minutes were approved with no corrections. John Gancel gave the treasurer's report and it was submitted for audit.

Board and club members present introduced themselves to the new members.

Linda Pellerin gave Don Hobbs the free memberships received from national. Toni McChesney gave a report on a trip to the Virginia Aquarium with the pricing options available and also asked for suggestions on a restaurant to go to either before or after the trip to the aquarium. Bob Stein said the club's 2010 calendar will be on the website soon.

UNFINISHED BUSINESS

Scott Davies reported that he had e-mailed the Virginian Pilot to have TRAACA added to ALL the magazines the Pilot produces.

Bob Stein reported that he is working with someone at national to get a secure page set up on our website; national has switched software and that is the issue.

Bob Hampton is still looking for trailers.

NEW BUSINESS

2010 Activities Calendar – will be on website soon

Flea Market – no report.

Philadelphia – Linda Pellerin inquired as to who would be going.

Bill Wilcox passed around some samples from Cavalier Sportswear from the Saltwater to Firewater Tour sweatshirts being printed for members going to Philly. All costs are being paid by those getting the sweatshirts.

Bill Wilcox presented the following regarding the "Hard Luck" Trophy – the "one" you don't really want. It will be sponsored by Karen & Bill Wilcox and Barbara & Ken Talley.

The trophy you don't want, or do you?

Purpose: To encourage the use of older antique cars on tours.

Qualification: Antique automobile driven on a TRAACA sponsored tour by a TRAACA members disable for over 20 minutes secondary to a mechanical failure or accident.

Selection: by AACA members on that tour by vote.

Presentation: By the previous "winner" at the AACA tour. If you win this "trophy" you are encouraged to participate in the next tour to present the award to some other lucky member.

Construction: a homemade combination of serviceable old auto parts cobbled together in an effort to resemble a trophy in some fashion.

Recognition Plate: Will have an engraved plate with winners' names, auto and date on the base. Bill & Ken will engrave

same at their expense. There will also be a suitable small "trophy" for winners to wear at meets, tours, etc., or attach to their antiques or both.

There being no further business the meeting was adjourned at 6:42 pm.



FEBRUARY DINNER MEETING

On February 18th our special program in honor of Merritt Horne gave long time and newer members of TRAACA a chance to share their favorite memories of Merritt. His favorite saying "Picture this" will be quoted many times by TRAACA members. Merritt's positive attitude about having fun with antique cars gave our club a foundation that hopefully will last as long as the club does. Another way Merritt contributed to the excellence of our club was his enjoyment of having his family involved in the hobby.



CONGRATULATIONS TO BRUCE AND LUCY SEDEL

Bruce Sedel and Lucy Taylor were married on June 19, 2009 in a small ceremony at Bruce's home. Lucy is from Chesterfield, VA and they were introduced a number of years ago by a close friend in Virginia Beach who is married to Lucy's sister. They got together for a first "date" in fall of 2008. The remainder of the story is now in the history books. Here is a picture of the bride & groom.



AACA Anniversary Commemorative Book

Copied from the Speedster
At the Annual Meeting you may have heard the announcement of a very special [AACA 75th Anniversary Commemorative Book](#)! This book will be like no other!

The innovative publishing concept of the "artifact inclusion" is based on time line research which finds and reproduces rare historical artifacts and items such as programs, tickets, telegrams, newspaper articles or letters. These items facilitate an involvement of the reader with the memory joggers and placeholders in history that reveal a time evolution of both the AACA organization and the icon of the automobile itself. It is an entertaining and informative way of paying tribute to the significant milestones and personalities that shaped the growth and dynamics of the club today. As you browse the pages of this unusual presentation you will have the opportunity to literally hold history in your hands. It is both a compelling and unforgettable experience.

The book will feature large colorful and information packed pages with over 50 historical artifact inclusions, packaged in a protective slipcase included!

Thanks for Your Museum Donation

Dear Club Members:
Thank you for stepping forward to ensure that our automotive heritage is preserved for future generations. We are pleased to acknowledge your donation to the AACA Museum for the Endowment Fund.

Through your help, the AACA Museum is actively pursuing its mission. Through celebrating America's automotive legacy, preserving vintage automobiles, providing educational opportunities and displaying an increasingly diverse and valuable collection of antique and classic automobiles, the Museum hopes to bring a new generation of enthusiasts into the hobby. Thank you for your support in these efforts.

I hope that you will have an opportunity to visit us in Hershey in the near future. Our feature exhibit is Camaros & Firebirds. We will have over 20 Camaros and Firebirds on display ranging from 1967 to a brand new 2010 from now until April 4, 2010. Also on display you'll find Jewels of the JWR Museum Collection on loan from the Jack W Rich Collection. So, plan a trip to Hershey to check it out!

Please do not hesitate to contact me with any questions or concerns at mtoomey@aacamuseum.org or 717-566-7100 x116.

Thank you again for your interest and support!

Sincerely,
Myra L Toomey,
Director of Development

Trailer Needed for New Bern

Jim Cason is looking for a trailer, preferably closed, to take his 1941 Chevrolet to the Grand National Meet in New Bern, N.C. If you have one he can use, call Jim at 757-461-9306.

BAKE SALE

By Linda Pavlidis
Linda Pellerin has asked us to contact you regarding the Swap Meet Bake Sale on March 6 at the Hickory Ruritan Club. We need plenty of baked goods for the sale. You can take them to Toni McChesney's, Dot Parrish's, or Linda's prior to the Swap Meet or to the Hickory Ruritan Club on the date of the Meet. If you need an address for Toni, Dot or Linda, please let me know.



TOOTIN OUR HORN



2009 JUDGING CREDIT HONOREES

These TRAACA members were recognized for their judging credit achievements during 2009.

- William Williams – Senior Judge - 5 credits
- Tom Cox – Senior Master Judge - 25 credits
- Susan Bond – Senior Master Judge - 50 credits
- Bob Roughton – Senior Master Judge - 100 credits

Louis Bridges Becomes an Author

Louis Bridges has published a book of his memoirs called Children of the Fifties. Some of you may have received his email saying, "The book about my high school football adventures and romance is now available. It can be purchased online at: WWW.POWERFULPUBLISHER.COM"





LOCAL

- March 6 TRAACA Flea Market
- March 13 Square Car Tour
- March 18 TRAACA Dinner Meeting
- April 15 TRAACA Dinner Meeting
- April 24 -25 TRAACA Spring Tour
- June 19 TRAACA Poker Run to Moonrise Winery
- June 27-30 TRAACA Saltwater to Firewater Tour
(Norfolk VA to Louisville KY) contact Ken Talley (757) 679-6314
to join the 75th Year Celebration for AACA on June 30 – July 3
(see AACA National website for details)
- July 10 TRAACA Kart Racing and Lunch
- July 24 TRAACA Tech Session
- August 28 TRAACA Annual Show

REGIONAL

- March 13 1st Annual Winter Swap Meet & Car Corral,
Richmond Region, Old Farrington Fire Hall, Ashland, VA
- March 26-27 Fredrick, MD , Sugarloaf Mountain Region's
40th indoor/outdoor antique auto part parts/car corral meet.
Robert Clubb 301-831-0300; smraaca@aol.com
- March 27 ... Indoor Cars and Parts Swap Meet, Boys and Girls
Club, 517 N. Main St. Kilmarnock, VA. Bob 804-462-3225 or
Jack 804-435-6171. Sponsored by Northern Neck AACA
- March 27 Hershey, PA - PA Dutch Region's 24th Parts
auction/car corral at AACA Museum.
Tom Ehrhart, 717-832-1116; padutchregion.com
- April 8-11 AACA SE Spring Meet/Charlotte Auto Fair
- May 7 & 8 ODMA Meet, Petersburg, VA, by Crater Region.
Contact Bob Fothergill at spitfirebf@comcast.net; and/or
Jon Hatfield at: jonhatfield01@yahoo.com
- May 7 & 8 Apple Blossom Meet, Winchester, VA, hosted by
Shenandoah Region. Contact Jeff Feltner at 540-664-3822
- June 19 41st Annual Car Show, Swap Meet & Car Corral,
Richmond Region, International Raceway

NATIONAL

- May 13-15 .AACA Annual Grand National Meet (New Bern, NC)
- August 12-14 AACA SE Fall Meet (Blacksburg, VA)



**IN LOVING
MEMORY**

*Joe Adams passed away on Feb.
17, 2010. Joe and his wife Pat
joined Tidewater Region in 2005. We send
our condolences to his wife Pat. He will be
greatly missed by family and friends.*



THROUGH THE WINDSHIELD

MARCH DINNER MEETING

The TRAACA Dinner Meeting will be held at the Aberdeen Barn on North Hampton Blvd on March 18th. Social hour begins at 6:00 PM and dinner at 7:00 PM. Terry Bond will supply the program. Hope we'll see you there.

Activity Information For Early 2010

By Dot Parrish

After going to the worst and most snowfall in Philadelphia's history, we all survived and are back safe and sound from the annual meeting of AACA. We are still waiting for Spring and some warmer temperatures, so we can get out and enjoy our hobby with the old cars.

March brings us to a busy month starting with our annual **Flea Market on March 6th**. Please come out and volunteer your time to help with concessions, set up or manning a booth for someone. Hopefully the weather will be as nice as last year so you can get outside and see if you can find something in the outside Flea Market that you just have to have. You can just come and enjoy being with your friends and supporting your club.

The following Saturday, **March 13th** will be our **Square Car Tour**, although you don't really have to have a square car to go with us. Just come and have fun. I'm sure Ken and Richard have a great tour planned on the back roads somewhere, and maybe some lunch. See their article.

Don't forget the **Charlotte Auto Fair April 8-11** with AACA holding their Southeastern Spring Meet outside the race track.

April 24 – 25 Bill Wilcox and Ken Talley are planning our first spring tour. We are going back to the Eastern Shore and a boat trip to Tangier Island. Mark your calendar for this event.

May has the **Old Dominion Meet** being held in Petersburg **May 7th and 8th**, so that is not very far if you just want to go up for the day or spend the night. Let's support our friends close by and bring home the **Old Dominion Trophy**.

May 14th & 15th folks will be heading to New Bern, NC to attend the Grand National Meet. That is so much fun when we get to go to New Bern. They block off the downtown streets and have the car show there.

Hope to see all of you at some of these events.





TRAACA Annual Swap Meet

By Neil Sugermeyer

As of this writing, the Swap Meet scheduled for **6 March** now has 431 vendor spaces sold, both inside and outdoors. There are still a few inside spaces left, and plenty of room outside. As noted last month in the Mud Flap, setup for vendors starts at 7AM, with doors open to the public at 8AM. This has always been a fun event for the entire Tidewater area automobile hobby. If you want to be a vendor, check out the TRAACA web site for info, and you can still register day of show, but the price per space goes up by \$5.00 per space. In order to make the Swap Meet a success, we need membership help during the day to direct vendors into spaces, and direct parking for visitors. Call **Neil Sugermeyer (486-5456)** if you can add to the work force for a while on Saturday.

Scott Davies has agreed to manage the snack bar and kitchen. He can undoubtedly use more help, so please call **Scott (312-3082)** to volunteer some time to help in the effort. New this year will be a bake sale table, and as always, the club store will have TRAACA related items for sale. Call **Linda Pellerin (481-3380)** to help her with the bake sale.

In any case, come on out to see if you can find the elusive item you have been searching for – it might just be there this year!



SQUARE CAR TOUR

By Sandy Hall

If you have ever wanted to walk on water but never gotten the chance, make sure you plan to attend this year's Square Car Tour on **Saturday, March 13**. We will leave **Ken Talley's** house **1535 Newland Rd. Chesapeake, VA** at 11:00 a.m. If you wish to enjoy coffee and donuts, please plan to be there around 10:00. Trailer parking is available, but you can also drive modern cars if you so desire. The tour will cover back roads of Virginia and North Carolina and end up at **Southland Restaurant** for lunch. We hope to see you there.....

**ALL CARS ARE WELCOME
SQUARE - ROUND - STREAMLINED**

TIDEWATER REGION SPRING TOUR SAVE THE DATE APRIL 24-25, 2010

By Bill Wilcox

We are nearly finished, with Barbara's supervision, in planning another tour of the southern Eastern Shore of Virginia with an overnight stay at the new Hampton Inn and Suites in Exmore, Virginia. This time was chosen because it takes advantage of Historic Garden Week in Virginia and Eastern Shore Garden Tours are the most popular in the state. We also spoke with Terry and hopefully he will be helpful in the weather department.

Registration forms will be available in the next Mud Flap as well as at the next dinner meeting.

ODMA MEETCOUNTDOWN

May 7 & 8, 2010

By Ken Talley

This years "Old Dominion Meet Association" show will be the 57th annual! That means many of the cars that will be at the show were not even built when this organization was formed! This year's show will be held on **Saturday May 8** at the Pamplin Historical Park and The National Museum of the Civil War Soldier in Petersburg.

Each year, the member Regions compete for the coveted "Old Dominion" trophy that is awarded to the Region with the most participation in the show. Last year Fredericksburg won it and they vow to win it again this year! Richmond Region is on record claiming they will take it this year! We can't let this happen!! We need to show up in great numbers and bring the trophy back to Tidewater where it belongs!!

To register you can go on line to the ODMA web site www.aaca.org/odma and print out the entry form or get a one at the next dinner meeting. Either way you need to make your hotel reservations as soon as possible since **the room block is only good thru March 7.**

The host hotel is:

Hampton Inn, 403 Roslyn Road, Colonial Heights, Va. 23834,
(804) 520-7333, Rate: \$109.00

GETTING READY FOR OUR "SALT WATER TO FIREWATER TOUR"

By Ken Talley

Just four months until our "Once in a lifetime tour to Louisville". Now is the time to get your car ready for the trip. It is 650 miles to Louisville, and if all systems on your car are not in top shape you could be asking for trouble!



The first thing I feel you should do is conduct a through inspection of the brake system. I would start by removing the wheels, inspecting the brake lining for wear, cracks and grease or brake fluid contamination. While the drum is off you can lift the dust cover on the wheel cylinders and check for signs of leakage and corrosion. Also while the wheels are off is the perfect time to inspect the steering and suspension and do a complete lubrication.

Another item to check is the flexible rubber brake hoses. If you don't know how old they are, it would be a good idea to replace them. Not only can they burst, I have seen them collapse internally and restrict fluid flow to the wheel cylinder. When you reinstall the front drum and hub, don't forget to clean and inspect the wheel bearings, replace the grease seals and pack the bearings with the appropriate grease.

Don't forget the master cylinder, if it's age is unknown, you might want to consider replacing or rebuilding it. Some cars with power brakes can have a leaking master cylinder and show no signs of a leak because the fluid leaks directly into the brake booster. I remember on one of our Fall Tours, one of our members had a brake failure and when the master cylinder was removed he found it full of corrosion!

SO! Now is the time to get these repairs done, you won't be sorry!!

REGISTRATION FOR 75TH ANNAVERSARY ACTIVITIES IN LOUISVILLE

Don't forget to fill out your interest card and send to AACA headquarters. Even if you are not going to show a car, you will need to register for some of the events. If you are planning to attend the 75-anniversary celebration in Louisville this June and July you will need to sign up prior to **May 31**. You can do this in two ways. Either go on line at the AACA web site, or mail the interest card that you will find inside the plastic cover that comes with your copy of the "Antique Automobile". Either way, be sure to sign up! REMEMBER, you will need to do this even if you are not showing a car. You will not be able to sign up when you get to Louisville

If you are trailering and would like to join us on part of the tour contact Dick McIninch at oldcarfun@aol.com.

Also, Dot Parrish is making up a terrific Tidewater to Firewater Tour Book. She is hoping to have a picture of each participating car. If you will be going with Tidewater to Louisville to celebrate the 75th Anniversary of AACA, send a picture of your car to Dot.

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Rate: \$119 plus tax per night

Reservation Deadline: April 19, 2010

>>>A Restoration Gone Bad<<<

By Bruce Sedel

This story appeared in the Buick GS-Xtra newsletter in September of 2004.

This is the actual account of the story of my experience with the restoration of a 1970 Buick GS that went bad.

I have always been crazy about Buick GS's, especially the GS 455's that were first introduced in 1970. Back then, if you mentioned Buicks to your friends, they'd laugh and tell you to go home and borrow your grand daddy's car. But that was the era before the GS. Buick performance has come a long way since then. Unfortunately back then, I didn't have two nickels to rub together to buy a pedal car much less a muscle car. But as we all know, things can change as time marches on. In 1983, I was able to piece together enough disposable income to buy myself a 1971 GS, and we aren't talking about any granddaddy car here either. I was able to settle a few scores with some friends the very weekend I bought it and made a few enemies, also. But time would pass and so would some of my lead-foot aggressiveness. I would begin to relax and enjoy the old car hobby in more rewarding ways than skinning sets of rear tires off of fast cars. The correct restoration of classic muscle cars and other collectible cars would become much more enjoyable. So much has transpired since those days and I feel privileged have been able to enjoy the old car hobby with the passion that has so grown within me.

To date, I have owned five Buick GS's, including the car I have now, a correct, nicely restored 55,000 original mile 1970 Buick GS Stage One Hardtop Coupe, 4-speed, Diplomat Blue, blue bench seat interior, with almost all parts that originally came with the car still intact. After purchasing this rare, clean, original GS, I spent considerable time freshening it up to get the GS where it is today. Here's a picture that was taken just after a BOP southeast region show in Charlotte, NC in September of 2003 where it won first in class. Patience and perseverance certainly paid sweet dividends in this case and the reward has been a high-quality GS Stage One that stands tall wherever it goes. If readers could refer to this as a "dream-come-true" story, let me share with you an unrelated story involving the "restoration" of a similar 70 GS that was not quite so dream-like. It was instead a nightmare that lasted nearly six years before the matter would be finally resolved by the jurisdiction of a civil

court. Here is my account of that nightmare.

Any GS enthusiast who has attended the GS Nationals at Beech Bend Raceway Park in Bowling Green, Kentucky knows this to be considered the premier event for the Buick motor head. Some of the finest and fastest muscle cars Buick ever built can be found at this annual event. It was here at the GS Nationals in 1984 that I was introduced to a noted GS restoration expert who I would always see and talk with over the years of attending the event. Everyone who knew this individual agreed he was knowledgeable in GS restorations. In fact, there were always a few people present at the GS Nationals with their GS's that had been restored by this individual and anyone with any knowledge of those cars would agree that they were outstanding restorations.

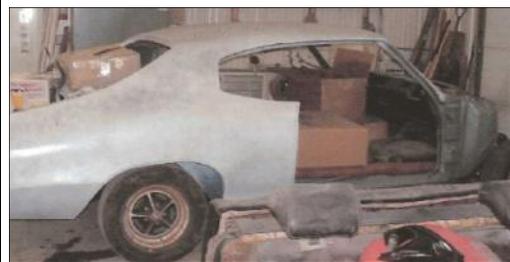
Fast forward to the 1997 GS Nationals when I saw a rare 1970 GS Stage One 4-speed car that was for sale. Although it was to require a complete restoration, this was the year that I was finally going to buy and restore that rare GS that I had always wanted. I ended up purchasing the car and subsequently made a deal with this noted "restoration expert" in October of 1998 for the full frame-off restoration of this car. The car was subsequently delivered to his shop. Over the years, I had put considerable thought into how I wanted to go about having a car restored and, armed with all of the details that I felt would be integral parts of an agreement; I had basically generated my own contract form. The contract involved, among other details, a schedule of "progress payments" that would be made over a period of eight months, which payments would coincide with the completion of the various stages of the restoration. Although the restorer and I went back and forth working out final contract details, as it turned out, the final signed contract form did not contain an exact completion date, a detail that would be the very glitch that would come back to haunt me. The restoration may have gotten underway but the excitement would soon wear off.

When I submitted the final series of progress payments eight months after the contract was signed, the restoration was paid in full, save and except a few upgrades that I requested after-the-fact. After the last of the scheduled payments, it became more than coincidental that I began having trouble communicating with the restorer as to the status of the restoration. With no specific delivery date in the contract, the "restoration" began to drag on. To further complicate matters, in 2000, I had learned that the restorer had suffered a heart attack and that, subsequently, all work in his shop had ceased. The next thing I knew months had turned into nearly five long years since the restoration contract was signed and it was enough to cause me to not sleep at night. I felt as though if I didn't do something soon and take matters into my own hands, I was never going to see this automobile and so it was time to make something happen.

In fall of 2003, I contacted a local attorney and was later informed that a law firm in the restorer's local area was available to take on the case. In November of 2003, a lawsuit against this individual was duly entered into the circuit court of the county where he resided. In July of 2004, after months of continuances,

deliberation and other expostulation, a civil court judge's ruling stipulated that the defendant reimburse the money that I had paid as well as for other damages. As part of the deal, I agreed to relinquish title to the GS (which had been determined in the case records, to have been in a state of only partial restoration, if that). The case was finally settled and I received what funds remained after court costs, filing fees and attorney's fees were deducted. Disbursement of the funds basically concluded one of the most nightmarish episodes in my life and one that will not soon be forgotten.

In retrospect, I was fortunate to be able to obtain some measure of satisfaction. The fact that I had in my possession both a fully executed contract and the motor vehicle title certainly helped. Some people enter into these arrangements without either. It would be an understatement for me to say that I was relieved when this debacle had finally ended. The retribution that I was able to achieve was overshadowed by the stressful experience not to mention the reality of losing a great deal of money. What I gained from the experience was a valuable lesson that I am able to share with anyone contemplating the restoration of a classic or collectable automobile. My advice to all of you out there is before you part with your hard-earned money for "professional" restoration services, do your homework. Make sure you know who you are dealing with and even then exercise careful due diligence. Never take a restoration shop's word or simply assume that certain work will be done. You and the restoration shop operator must get together to discuss thoroughly all details of work to be performed, including how needed parts are to be obtained and paid for. Once there is a clear understanding of what work is to be included in the price that is agreed upon, a properly executed written contract outlining all of these details, including a reasonable completion date, is absolutely mandatory. Talk with other automobile professionals before you enter into any agreement and, by all means, consult with legal council, if necessary. It's your money and there are people out there that are happy to take it from you. Don't let that happen or you'll end up holding the short end of the stick, like I did.



Bruce's 1970 Buick GS, the restoration that went so wrong.

The beautiful 1970 Buick GS that is currently in my garage.



THE HUMOR SECTION



Ponderisms

You never really learn to swear until you learn to drive.

At income tax time, did you ever notice: When you put the two words 'The' and 'IRS' together it spells. 'THEIRS'?

A good time to keep your mouth shut is when you're in deep water.

No one has more driving ambition than the boy who wants to buy a car.

The trouble with bucket seats is that not everybody has the same size bucket.

Money can't buy happiness -- but somehow it's more comfortable to cry in a Mustang than in a Yugo.

REDNECK DRIVING ETIQUETTE

When sending your wife down the road with a gas can, it is impolite to ask her to bring back beer.

Please Keep Your Seat in the Upright Position.

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax...OH, MY GOD!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants! A passenger in Coach yelled, "That's nothing. You should see the back of mine!"



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MORE PHILLY FUN



*Claire and Peter
Catanese came from
the north where they
visited Peter's sister.
(Photo by Catanese)*



*Leslie McGinn found a lovely
shawl at the auction. There
are always some treasures
and the money goes to benefit
the AACA Museum and the
Library and Research Center.*



Neil said, "No I don't
want to move back to
NY."

>>>FROM THE RUMMAGE BOX<<<

THE AACA'S BIGGEST SECRET?

Have you checked out the AACA Web Site? It's amazing to me that we have so many AACA members that own computers, but who have never been on our web site, especially our AACA Forums. There is an amazing amount of history on the web, the AACA Site, included.

Photo Courtesy of Old Cars Weekly

Just recently, a very interesting topic was posted concerning the Barney Pollard Car Collection. This message began with an innocent question from a gentleman who had recently purchased a 1934 Auburn, purported to be from the Pollard Collection. As usually happens on our web site, comments and interest started to come in, along with even more questions about the famous Mr. Pollard. Other members began posting that they too had bought one of the Pollard cars. Eventually, Steve Moskowitz, AACA Executive Director, admitted that a upcoming Pollard story was in the works for our AACA Magazine. Steve had also contacted Mr. Jim Dillon, Mr. Pollard's grandson, and that's when the fun began. Jim's remembrances of his grandfather made for interesting reading, as he related family history, along with some close personal aspects that only a family member would know. Another story was added by another member concerning the Henry Ford/Barney Pollard relationship. This in turn led to a "link" to another web site, The Jalopy Journal! The "short trip" to the Jalopy Journal finds Jim Dillon again. This time we hear about the Ford/Pollard relationship, that included a disagreement over government contracts during World War II. The War effort was using a lot of steel, including any scrap metal available. Of course, any old inoperative cars setting around (sound familiar?) were expected to be turned in to keep our military supplied with tanks, jeeps, and ships. Since the Ford plant was nearby, Barney was expected to send his "scrap cars" to the Ford Foundry.



Jim Dillon's words: "Long story short, my grandfather had many Fords in his collection and so he took over only Fords, one a week for a few weeks and then he stopped. Ford never turned him in (to the US Government) as he figured my grandfather would only continue to bring Fords."

These stories, the fire of 1976, and more are just a click away on your personal computer on the WEB!

These stories, the fire of 1976, and more are just a click away on your personal computer on the WEB!



Remnants of the April 1976 Pollard Fire
Photo courtesy of Old Cars Weekly!

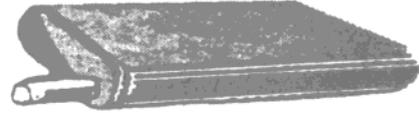
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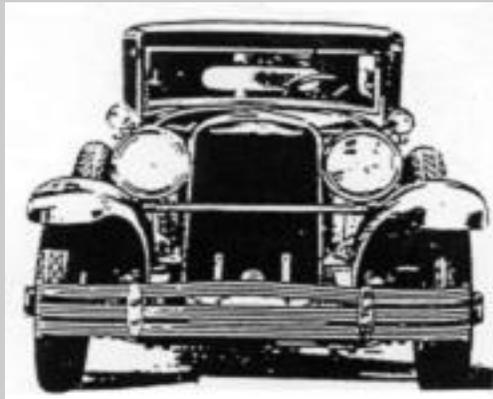
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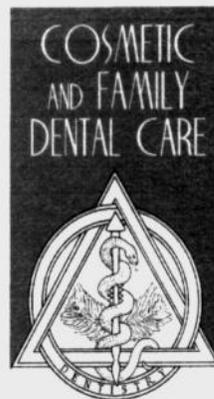
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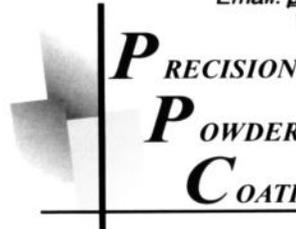
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