

# TIDEWATER Antique Automobile Club of America REGION



VOLUME 56 NO. 8 SEPTEMBER 2012

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



## Sandy & Richard Hall's 1922 Ford Model T Roadster



*Model T in Tommy  
Moody's garage -1989  
- with Merritt Horne  
and Howard Swigart  
in the background  
(Photo by Richard Hall)*

*A Master Editor &  
Golden Quill Award  
Winning Publication*

# TIDEWATER REGION AACA



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### President Bob's September Message

Here we are in September already, and our 39<sup>th</sup> Annual Meet at the Virginia Beach Aviation Museum is just weeks away! Kit Lawrence and his crew are scrambling to get things finished up, and it looks like we'll have a terrific show on the 29<sup>th</sup>.

However, we really need to get your help before, during, and after the show. Barbara Talley is heading up our meeters and greeters this year, providing the warm welcome to participants that have become a trademark of our meet. If you can help her out any time from 7 AM until 11 AM, preferably wearing a period costume and a smile, please give her a call.

Show field parking is another big effort – the more folks we have the easier it is. Again, volunteers are needed from 7 AM until 11 AM – if you can work any part of that time, please contact Kit. Also, Chief Judge Terry Bond will need a lot of folks to handle the AACA-style judging of 'Preserving the Past' cars. After the show, we'll need help both with putting things away and cleaning up the field.

None of these jobs require a lot of effort or time – especially if we can get enough folks to help out where we can split into shifts. And those that do help out will get 'Worker Bee' passes for free parking the day of the show. That's a nice bonus for those of you who are not showing a vehicle.

Please don't wait until the day of the show to volunteer. If you can help out, contact Barbara, Tom, or Kit as soon as possible and let them know so we can organize shifts.

**THE SHOW REGISTRATION FORM IS ON THE INSIDE BACK COVER.**



## Announcements

Welcome New Members

**John Peake**

4000 Charity Neck Rd. Virginia Beach, VA 23457

757-721-7132 Email [jsp@cox.net](mailto:jsp@cox.net)

**Janne Walker**

1130 Hanover Ave. Norfolk, VA 23508

757-440-1254 Email [Jwalker757@aol.com](mailto:Jwalker757@aol.com)

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New Email

**Ivan and Marjorie Joslin**

[imjoslin@CenturyLink.net](mailto:imjoslin@CenturyLink.net)  
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**HAPPY  
MOTORING**



## MODEL T - Ask the Girl that Owns One!!

By Sandy Hall

**OOPS**, wrong car. Let's go back many years when I was a very young girl growing up in Richmond. One of our neighbors (Mr. B) had an unusual car which I later learned was a "Model T". On weekends, Mr. B would get his car out and go on "outings" with his wife. One day my friend and I were walking by when Mr. and Mrs. B came home. After Mrs. B got out of the car, Mr. B. asked my friend and I if we would like to go for a ride. We both screamed "YES!!" and like an old Laurel and Hardy movie, knocked each other out of the way seeing who could get in the car first.

After this, I fell in love with his car and was given many wonderful rides. Whenever my cousin went to the store to get an airplane model for him to put together, I would buy a model of an old car for me to put together. One time I even formed an outline of a Model T with bolts, washers and odd things found around the house. Don't get excited – I am not that creative. It was a kit. But, when I married Richard, and he told me he wanted to buy an old car, it didn't really bother me. We joined the Tidewater Region and at one of our cook-outs in Ocean View, Merritt Horne drove up in his Model T roadster. I fell in love all over again.

### *Sandy Hall's early Model T art*



As the years went by, Merritt became aware of my love for the Model T. When his dear friend, Tommy Moody passed away, Merritt mentioned to Tommy's wife Marjorie that he had a buyer for the T if their daughter didn't want it and when Marjorie was ready to sell it. One day Marjorie called and said she was ready to sell the T, so Richard and I bought the car. I really don't even remember if I had even seen the car before this, but I am sure Richard had seen it many times as he had been with Merritt at Tommy's garage. I didn't care – I had bought me a Model T!!!



*Believe it or not there is a Model T buried under there.*

When Richard brought the car home, I still had visions of this wonderful car in our garage. When I saw the many boxes of parts, I became a little nervous, but the check had been cashed so there was no turning back. The front fenders had so much mud under them that the mud sort of held the fenders together like glue. Of course, when we cleaned the mud off, there were big gaping holes in the fenders so we knew there was much work to be done. Richard and I researched the title to the car and found that it was sold by Surry Motor Car Company in Surry, Virginia, and we are the third owners of the car. We also learned that it had been in a divorce dispute. The original owner of the car gave it to his son-in-law, but the son-in-law must have been one of the original procrastinators since he never titled the car in his name. When he divorced, the wife ended up with the car and she sold it to Tommy herself. Don't you know that I made sure when Richard went to title the T, my name was on that form!!!

*In spite of being buried for many years, one light still worked.*



On our next trip to Hershey, Richard started buying parts for the Model T. We soon learned that you could pretty much build a Model T from scratch with parts that were available. Richard started working diligently on the T. He started sanding and after Ken Talley painted the frame, it shined like a brand new penny. I was getting excited!! Richard had talked about restoring the T for a National AACA meet, so I figured we had a few months of hard work ahead of us and the car would be ready for its coming out party.

Then, one day on the way home from an Old Dominion Meet, we met a girl that had a Packard for sale (that's a whole different story), but to make a long story short, we bought the Packard, brought it home and my poor Model T got pushed to the back corner of the garage.

After several years, I was beginning to think I would have to sell my "T bucket of bolts" and buy a Model T that was at least put together but not in pristine condition. After all, my main goal was to have a Model T that I could drive and enjoy – I personally didn't care if it was a show car, but Richard had other ideas. Merritt kept edging him along, and it is probably to Merritt's credit that the T was finally restored. The last month before its debut at its first national show in Roanoke was a little stressful. Richard and Terry Bond worked feverishly well into the night many nights trying to get the upholstery finished and the top fitted. There were nights that Richard didn't sleep at all, but the excitement was building.

With the car loaded in the trailer, we were headed to our first National AACA show. As many of you will remember, this trip was not the highlight of our T's lifetime, but the Model T received its First Junior in Roanoke and then went on to receive its Grand National Senior in Melbourne, Florida. I was really proud of Richard and his accomplishments.

During all of the T's appearances at a show, we always had to make sure that Terry Bond was present since he was our designated driver. Even the year he was President of AACA, Terry always made time to help Richard get the T on the field (a huge thank you Terry!!). One day Richard taught himself how to drive the T (he had had some "beginner" lessons on Merritt's T, but that had been many years before we even brought our T home).

Hopefully, the next time you see this car, I will be driving the T with a huge smile on my face remembering the days when a young girl waited outside a neighbor's house for him to bring his Model T home from a Sunday drive.

*Richard let these kids sit in the car at the ODMA in 2011. Nobody had to ask them to smile!*



*The steering wheel is huge. That's the early version of power steering.*

*Simplicity was the theme for the engineers who designed the Model T.*



*Model T dash*



# From Under My Hat

By Marty Sugermeyer

You would think that after fifteen years writing an editorial would be easy. Somehow it has always been the item the got left to last. Unfortunately, Neil stole my thunder by mentioning the Franklin Trek last month so I'll have to do a post script. Neil celebrated his 44<sup>th</sup> Trek during the count up at the final banquet and I sat down when they called 40 having attended 39 Treks to date.

Just before the banquet we had the Fashion Parade, indoors this year due to inclement weather. Once again we had good participation. Each year, I think that if there are less than ten participants, we need to drop it for a year or two. We had twenty-two folks of all ages and one gal did two costumes. Due to lots of traveling in July there was little time for me to pick out my outfit. The early 40's aqua crepe evening gown found the year before while antiquing in VT and NY was still in a hanging bag and ready to go. The price tag on the belt reminded me what a bargain it was (\$8). I had forgotten to bring any accessories other than shoes. Luckily I found a pair of evening gloves in Middlebury, VT. During a few spare moments at the Trek, I managed to make a decent representation of a "doll hat" – a tiny hat perched on the front of the head (a forties fashion faux pas).

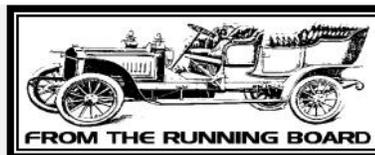
Putting together the fashion parade is always a bit stressful. There is seldom much to do early in the week beyond putting out a few posters and some forms for participants. In years past, folks have occasionally asked for help identifying their costumes or making a few adjustments. This year I got to see an exquisite early 1900s evening gown.

The participants show up, most with their forms filled out, during the hour before the Fashion Parade. We arrange an order to suit the age of the participants (babies first) and friendships, trying to alternate the styles and years of the costumes to give a bit of variety. After it is over the picture session makes us all feel like we're on the red carpet.

I have told many folks that the Franklin Trek is summer camp for antique car families. This year was one of the best!



*Maureen Nippert with me after the Fashion Parade*



## July 10 – TRAACA Board Meeting

*Note: These minutes have been approved by the TRAACA Board.*

By Anthony Scarpelli, TRAACA Secretary

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; Linda Pellerin, Past President; and Board members Dick Chipchak, Barbara Talley, and Bob Roughton. Also present were Ken Talley, and Bob and Dot Parrish, Mickey McChesney, Frank Lagana, Kit Laurence, Richard and Sandy Hall, and Terry Bond.

Jim Villers gave the Treasurer's report and it was submitted for audit. Tony Scarpelli read the May minutes, there were no June minutes. Corrections were noted for approval. Bob Stein gave the Sunshine Report; Bob Parrish gave the membership report.

## COMMITTEE REPORTS

Activities:

- July 14 ice cream social will be at Ken Tally's house.
- July 19 dinner meeting will feature Gordon Calhoun talking about the Battle of Hampton Roads during the Civil War.
- August 4 Chrysler Museum tour followed by lunch at Doumar's.
- August 11 Lee Hall Mansion car show.
- August 16 Dinner meeting featuring Bill Inge talking about old Norfolk Dealerships.
- August 25 Visit to Phantom Works restoration shop, (tentative).

## OLD BUSINESS

- 2015 national meet update, Linda Pellerin stated that the club has a date set for May 2015, inside the Virginia Beach Convention Center. The fee for the Convention Center to be paid by advertisers.
- Wings and Wheels flyers are available on our club website; dash plaque to be created.

## NEW BUSINESS

- Jim Villers asked about sending the Mud Flap to non-members, specifically Joe Wills. It was decided that in this instance it would be ok.
- AACA insurance premium is due.
- Nuts and Bolts Chapter- A list of Officers along with dues is due to AACA. According to AACA National, the Officer List has not been submitted to AACA for two years. Bob Stein will talk to Jeff Locke. He will recommend that the Nuts and Bolts chapter be separated from our region if these issues are not resolved in the next 30 days.

- HVPR annual car show at Newport News Park in September is cancelled.
- June 23 picnic was attended by 23 members. The cost to the club was \$180.
- The question as raised if the club could make a donation for Tyler's education. The by-laws do not allow this, but there is a possibility of a scholarship from AACA. Our club would do the application. If accepted, Tyler could receive \$1500. A motion was made and seconded to sponsor Tyler for an AACA sponsorship. Mickey McChesney stated that local scholarship program was started but never completed, but it could be relooked.

There being no further business, the meeting was adjourned at 7:06PM



## Tidewater Winds Car Display

By Marty Sugermeyer

It has been a while since we have put cars on display to promote a local performance. The Golden Age of Radio presented by the Tidewater Winds gave several members a chance to bring cars out for folks to enjoy as they entered Norfolk Academy on July 22, Cox High School on the 24<sup>th</sup> and at the 24<sup>th</sup> Street Park on July 25<sup>th</sup>. The Tidewater Winds presents free concerts usually during the month of July. The band is a mix of local professionals and some interns – gifted local students. The programs are quite varied from light classical to big band to jazz, always enjoyable, and you can't beat the price.

*Wes Neal's 1949 Jeepster, Neil and Marty Sugermeyer's '65 Rambler, David Curl's '31 Model A outside Norfolk Academy*



*Dana Meadows 1937 Chrysler at the head of the lineup with two Winds enthusiast who came dressed for the era*

Wes Neal received a thank you from Denise Alsina-Mayo, Executive Director of the Tidewater Winds who wrote the following about the display at the beach. " Last night was spectacular. We had a huge crowd - close to 800 and everyone loved the old cars. I got the stories from David Curl and Dr. Fletcher on their 1931 automobiles and announced a little of the stories at the podium. Everyone was in awe. It was a big hit! My deepest gratitude to Mr. Curl and Dr. Fletcher and to you as well for arranging this so we could have a little extra which made a big difference for our final concert at the beach!"

*David Curl's 1931 Model A looked great right next to the bandstand at the beach.*



*A large crowd and perfect weather made a lovely evening for the concert.*



CAN YOU IDENTIFY THIS CAR?

## CLASS, GLASS, AND DOUMARS

Tidewater Region members had a perfect day on August 4<sup>th</sup> for our cultural field trip to Norfolk's Chrysler Museum. Sunny skies and a nice breeze combined with the 10 AM start to make even an August day pleasant, and we had a good turnout of really nice vehicles and even a shady spot to park them in! Bill Wilcox and guest arrived in the ever-classy Sophie, his 1932 Packard. Bob Woolfit had his beautiful 1934 Packard 1100, and Bob Stein brought Mildred, his recently-acquired 1937 Pontiac. Ron and Sally Hartman led off the post-war contingent with their 1947 Chrysler Highlander coupe, and Frank Lagana drove his 1954 Chevrolet BelAir. Terry and Sue Bond brought their 1974 MGB -GT, and Bob and Dot Parrish drove their 1978 Thunderbird. Dana and Debbie Meadows brought their "antique" Toyota Prius.

The Chrysler Museum is a great summer activity - in addition to being air conditioned and free, it has an amazing variety of art that ranges from ancient Greek, Roman, and Asian artifacts to paintings by famous Masters and modern electronic art. We explored the museum until 11:30 and then made our way over to the Museum's state-of-the-art glass studio across the street.

The newest glass-blowing facility in the country, the Chrysler Museum's glass studio is a public learning resource with classes and exhibits of the many different techniques for creating glass art. Resident and guest artists explained different process, and then demonstrated several ways of working with hot glass. Several techniques demonstrated by the guest artist were essentially 'new' processes she is experimenting with to get unique art objects. This included drawing molten glass into fine strings to 'weave' a delicate web-like structure into a three-dimensional topographical map.

After the demonstration, we found Wes Neal waiting for us in his 1962 Willys Jeep station wagon, ready to head off to Doumars. We made the short roll to Doumars Drive Inn and met up with Dick and Holly Chipchack and friends who had driven over in the Chipchack's 1972 Oldsmobile convertible. Our luck held, and though the landmark restaurant was crowded, two large tables opened up just as we came in. As usual, the event ended with a lot of socializing and good food - thanks to all who came out! (Photos by Wes Neal)

*Ron and Sally Hartman, Frank Lagana, Bob Stein, and Terry and Sue Bond in the back room.*



*The cars lined up under the Doumar's sign.*

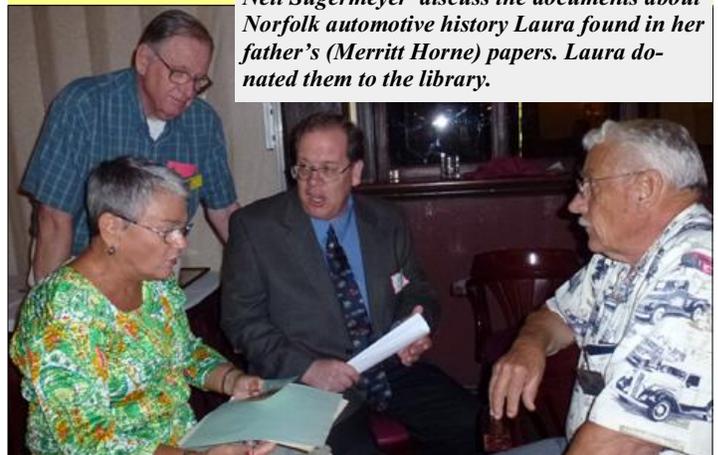


## TRAACA August Dinner Meeting

By Marty Sugermeier

There was a great turn out for the August 16<sup>th</sup> Dinner Meeting at Aberdeen Barn. Bill Inge, from Kern Memorial Library, made a fascinating presentation on Old Norfolk Dealerships and the 1920 Hampton Roads Auto Show! There were plenty of questions that followed and Bill talked to individuals for quite a while after the meeting broke up.

*Bob Parrish, Laura Jordan, Bill Inge, and Neil Sugermeier discuss the documents about Norfolk automotive history Laura found in her father's (Merritt Horne) papers. Laura donated them to the library.*



*Dot and Bob Parrish and Debbie and Dana Meadows got one of the best tables at Doumar's.*

## KHEDIVE CARS AND CRAFTS SHOW

Despite a threat of rain and thunderstorms, the 21st Annual Khedive Car and Crafts Show on August 18<sup>th</sup> had their usual big turnout, with a great representation from TRAACA. More than 40 members showed up to participate in the car show and flea market, or just admire hundreds of different vehicles. One of the most unique had to be an in-progress fiberglass replica of a Bugatti Royale, complete with V-12 engine. Cooler temps and nothing more than a couple of light spritzes of rain kept things pretty pleasant, and the show offered pretty much something for everyone who attended.



*Tom Weddiking won a Sponsor Trophy (McGuire & Sones) with his 1941 Dodge truck (Photo by Bob Stein) See the rest of the winners in Celebrity Spotlight.*

## FANTOMWORKS TOUR

By Marty Sugermeier

Despite Bob Stein's warning about bringing an umbrella, Neil and I took off for the tour of FantomWorks Classic and Antique Car Restoration in our 1965 Rambler convertible without one. Thankfully the folks there had opened a door and we were able to drive in out of the torrential downpour. Most of the nearly fifty members who attended the tour were already in the soon to be '40's Soda Shop enjoying the donuts and coffee.



*Owner Dan Short started our tour in the '40's Soda Shop*

The owner, Dan Short, and his crew have made amazing progress in the last couple of years restoring the 56,000 square foot building and getting their restoration business underway. They are trying to maintain the style of the building while putting in state of the art equipment to do all aspects of restoration including metal work, paint, wood working, wiring, and upholstery.

Bob and Linda Pellerin's '52 MG and '77 Avanti are there for mechanical and paint work.

*Pellerin's '52 MG*

*Below: The rare Heine-Velox caught our attention as we left the Soda Shop for the next part of the tour.*



We were able to see some of the obstacles Dan and his crew have been facing in a room toward the rear of the building where huge concrete blocks from the original laundry equipment have to be removed. The tonnage is amazing.

*Over engineering in concrete was typical in the early 1900s. The walls are three to six layers of bricks.*



*Fantomworks also builds handicap accessible muscle cars for wounded soldiers.*

In spite of the rain, these folks came in vintage iron: Jim Villers, 1967 Mercedes Benz, Mickey and Toni McChesney, 1940 Buick, Frank Lagana, 1950 Chevrolet, and Bob Stein, 1937 Pontiac.



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 WWW.FANTOMWORKS.COM  
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After the tour about half the group drove a few blocks to Orapax Resturant for lunch. What a great day!

A special thanks to Dan Short and his crew for the wonderful tour.

## Baylake Retirement Display

A few stray raindrops caused some concerned phone calls, but the Baylake Retirement Community Car Display postponed from the 19th went on as scheduled on the 26th. There was a great turnout for a Sunday afternoon, though in truth, a third of the twelve cars present were all provided by Dana Meadows! Every roadable vehicle from the Meadows collection was present: The 1937 Chrysler Imperial, the 1947 Town and Country Sedan on its first outing, the venerable 1948 Packard wagon, and the 1957 Thunderbird!



*The residents and staff of Baylake thoroughly enjoyed the cars.*



*Dana Meadows brought out these four beautiful cars by using a bicycle to travel the short distance to his house.*

Also on hand were Sam Kern and his 1925 Franklin, Bob Stein in his 1937 Pontiac, Mickey McChesney in his 1940 Buick, Jim Villers in his 1961 Mercedes 190, Wes Neal and Nancy Soscia in their 1962 Jeep, Neil and Marty Sugermeyer in their 1965 Rambler Classic, and Joe and Charlene Geib in their 1966 Avanti. Despite some confused wind patterns and dark clouds, the day turned out to be great - dry and just enough breeze to be pleasant. The residents got to admire a private showing the great cars and the participants got to do some great socializing.

# SPOTLIGHTS

## STOP THE PRESSES!

Actually, we really DON'T want to do that, but Tidewater Region is looking for a member or members to take on our award-winning newsletter, the Mud Flap, so that the presses don't stop in January. Marty and Neil Sugermeyer have been producing our award-winning Mud Flap newsletter for fifteen years, and have decided that it is time to pass the torch to someone else.



While January seems like long time away, we need the new editor(s) to get involved as soon as possible to ease the transition. And also lower the President's blood pressure. Marty and Neil will show the new editor(s) the ropes and provide any other help they can. The nice thing is that we already have an award-winning format in place, which is a very large part of the work. The new editor(s) are also free to make changes and come up with something completely different. This is one of the few jobs in TRAACA that can earn you National recognition and awards every year – and you don't have to polish a single piece of brass or tow a car a single mile.

For more details on what is involved, please contact Neil and Marty Sugermeyer as soon as possible. It's a chance to make a huge contribution to the club and enjoy one of the most satisfying and rewarding experiences the club offers.

## HVPR Reborn

Thanks to the efforts of the National AACA Director for Regions Development & Support - Eastern Division, our own Bob Parrish, the Historic Virginia Peninsula Region is coming back to life. The region had run into a variety of problems and effectively shut down earlier this year.

Bob got busy and contacted as many past HVPR officers and members as he could, and was able to help them organize a 'restart' meeting on August 12 in Newport News. The meeting, which was also listed in local papers, brought out 33 people, mostly past HVPR members. AACA National Director Tom Cox, another TRAACA member, also stopped by to participate and offer words of support.

As a result of this meeting, HVPR was able to sign up members, set the next Region monthly meeting location and date, and identify interim officers. It is obviously too late for them to hold their usual Roundup Show for the Labor Day Weekend, however, they are considering moving it to the Spring of 2013. Congratulations to HVPR and thanks to Bob and Tom for making the extra effort to keep our sister region going!

## 2013 Board Positions

We are working on our slate of officers for 2013 – if you are interested in joining the board, we have two Board Member positions opening up. These are two-year appointments and give you the opportunity to help shape our club. I hope that if the nominating committee calls you, you'll be willing to serve. Contact Bob Stein ([posti@aol.com](mailto:posti@aol.com) or 588-6200) if you would be interested in joining the TRAACA board.

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### Lincoln Highway Information Gathering 15 Sept 2012 at 1:30 PM

Burton's Grill at Hilltop Marketplace in Virginia Beach will be the site of an upcoming TRAACA gathering to become better informed about the June 2013 Cross Country Lincoln Highway Tour from New York's Times Square to Kearney Nebraska and hopefully on to San Francisco. We will gather at 1:30 PM Saturday September 15th, 2012 for a discussion, stories from the 2003 Tour, a video and lunch if you desire. Food and beverages are available. Please respond to Bill Wilcox at [huskers.2@cox.net](mailto:huskers.2@cox.net) or cell 757 651 5179 if you plan to attend, and if you plan to have lunch, by Friday September 7th at the latest. Hope to see you there.



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### *Two Old Men, a Car and a Promise*

By Thomas J. Wright

First, let's get the academics out of the way. A promise is an [oath](#) and an [affirmation](#) made by a promiser. In [contract law](#) it's a manifestation of intention to act or refrain from acting in a specified way. It is so made as to justify a promisee, the person to whom the manifestation is addressed, that a commitment has been made. This story is about my promise to an old man and a car he loved.

The first time I met Mr. Lister was in 1997 at the Southeastern Regional National AACA car show in New Bern, NC. I'd long been a Rolls Royce aficionado, so when I saw Lister standing beside his 1936 Rolls Royce 25/30 Sport Saloon with division and James Young aluminum body I made it a point to stop and chat.

Lister, it turned out, had not entered the car into the competition, but had driven it down from Chesapeake, Va. on a trial run. The car was in dire need of restoration, but I could see that the potential for greatness was there. I'd always wanted a Rolls Royce, but until I saw this car I was never really sure about what model I wanted. GXM-14, the chassis number of his 1936 Rolls, spoke to me. Before I knew it the words, "Mr. Lister, would you

be interested in selling me this car?" were out of my mouth. "No," he replied, quickly dashing my hopes and dreams in one fell-swoop. "I'm going to restore it." It was worth a shot," I thought to myself. I mentioned that my mother-in-law also lived in Chesapeake and learned that her home and Lister's were only a few miles apart. My affinity for the car still not dampened, I asked if I could visit him the next time we were in town and check on his progress. "Sure," he replied. This was the beginning of my friendship with Mr. Lister and a love affair with a car that continues to this day.

We visited my mother-in-law at least once a month, so I was able to stop in and visit with Lister with some frequency. Lister, or Ivie, as I would come to call him as our friendship progressed, had a slight, wiry build and a tendency to be argumentative. He was obviously used to giving orders, which wasn't very surprising given that he'd been a WWII naval aviator and later opened his own label making business in a previous life. He'd always been a very capable, hands-on kind of guy, who had successfully restored a Bentley, and another Rolls, but over the years I knew him I could see that he was starting to slow as was exemplified by his progress with the car. On one of my visits I asked him again if he might reconsider selling. To my profound surprise, he said he had been considering it. Faced with the probability of realizing a dream, I quickly made him a generous offer which I'm pleased to say he readily accepted. Still pinching myself I asked, "Why did you change your mind?" He simply replied, "Because I don't have enough time to finish it."

I chewed that over for a few minutes and realized that Ivie wasn't referring to a full dance card. He was talking about his age and health, and had perhaps come to the realization that he wasn't going to live long enough to be able to finish this project. "Ivieve," I said. "You can rest assured that I will take good care of this car. I promise you that I will see through the restoration process and do the best job I can." True to my word, I started socking away every bit I could manage. Anyone who has ever restored a car before knows that quality craftsmanship doesn't come cheap. Once my coffers were full, I began the restoration. I started by sending as many chrome parts to my plater as I could afford to get done at any given time. I used Royal Silver Manufacturing in Norfolk, Va. My father used them when I was a boy and I was always impressed by how something that was badly tarnished, even pitted, could come out looking new. Next, I turned the car over to Pro Stitch Upholstery in Wilmington NC. I couldn't have asked for a better upholstery job or nicer people to work with. When bad interior wood or wiring was found, they saw to it that it was replaced, and didn't have to contact me to do it. They don't cut corners.

Throughout the restoration process, I never forgot my old friend Ivie. I would call him from time-to-time and update him on the restoration progress. As his health continued to deteriorate I could tell that Ivie never regretted his decision to sell the car to me. Sadly, he died before I could complete the restoration.

Now I was more determined than ever to pay tribute to Ivie's memory and uphold the promise I made him. When it came time

to paint the car, I wanted only the very best. After extensive research and referral gathering I contracted with Roger Lyons, owner of Lyons' Auto Restoration Shop in Sanford, NC. If you want someone who knows old cars, he's the one. When I spoke to him about getting an estimate to paint the car, I didn't realize he would drive 163 miles to my home to see the car, but he did. That was extremely generous of him, and something many people would not do. Especially considering he never charged me to come out and see the car. Originally, I didn't think he wanted to take the car on, but I think after he saw how passionate I was about restoring the car to its former beauty, he agreed to help me. I was so relieved, not because I got someone to paint the car, but because I got someone who I knew was one of the best restorers around. At his invitation my family and I often visited him during the time he had the car.

We discussed what had been done, the difficulties encountered, and what needed to still be done. Mr. Lyons cared about the quality of his work and was quick to point out that he would always redo something if it didn't turn out as he expected. I can say with utmost certainty that Mr. Lyons is one of the top automotive restorers of antique vehicles in NC. After painting the car, and at my request, Mr. Lyons also redid all the interior wood trim. I must say that the car looks grand.

It was almost 15 years ago that I first met Ivie Lester. I'm not a young man anymore, but my love for GXM-14 still feels new. I upheld my promise to Ivie and I like to think that wherever he is now, if he can see the car he's pretty pleased. It's my hope that my daughter, after I'm gone, will take this beautiful machine and enjoy it as much as I do.

*I know that all of you who knew and loved Ivie will enjoy this as much as I have.*

*Marty*



**IN  
LOVING  
MEMORY**



*Our deepest sympathy for Frank Lagana at the loss of his sister, Shirley Joyner of Richmond who passed away on Monday, Aug. 13<sup>th</sup>. She will be missed by her family and friends.*



**LOCAL**

- Sept.8 ...** AOH Car Show, 8am-4pm, Knights of Columbus Hall, 1236 Prosperity Road, Va Beach, info jaxops1@verizon.net
- Sept.8....**Shipyard Show& Shine, 9-3, 750 Berkley Av. Norfolk
- Sept.21-23 ....** VB MAM – Bi/Triplane Show
- Sept. 28 ...** Social **CANCELLED**
- Sept. 29 ...** TRAACA Annual Meet
- Oct. 6 ...** Bayside Cars & Crafts 2012 , 10am- 4pm at Bayside Baptist Church (1920 Pleasure House Rd, Va Beach. Open to all cars - \$15 day-of-event registration includes lunch!
- Oct.27-28 ...**TRAACA Fall Tour
- Nov. 10 ....** Chili Cookoff
- Dec.1.....**TRAACA Holiday Party

**REGIONAL**

- Sep 17-21 –** National Packard Club Meet (VA)
- Oct.21...** Corolla Car Show, 10– 3 At Currituck Heritage Park. P.O. Box 307, Corolla, NC 27927, (252) 453-9040 ext. 223 / (252) 457-0129 fax, [www.whaleheadclub.org](http://www.whaleheadclub.org)

**NATIONAL**

**THROUGH THE WINDSHIELD**

**Military Aviation Museum Bi/Triplane Show**

By Sam Kern

The Military Aviation Museum in Pungo is hosting a World War I Biplanes and Triplanes Airshow September 21-23 and Tidewater once again is displaying some "period" vehicles to add to the occasion. While eight members have volunteered to display their cars, more, especially from the '00 and Teen periods. are needed. "Older-looking" cars such as Model T's from the 20's would also work.



Cars will be displayed inside the Army Hanger from Friday (morning preferred) through Sunday afternoon, but maybe removed Monday or so. Planes are usually flying and there are other events such as reenactments. Entrance for participants is free. Bring your lawn chairs: this is a good opportunity to relax, socialize and promote our hobby.

Call Sam Kern 757-633-5748 or [SamKern42@verizon.net](mailto:SamKern42@verizon.net).

**Friday Night Social Cancelled**

We received a phone call from Oaklette United Methodist Church, informing us that our reservation for the Social Hall on September 28<sup>th</sup> had been bumped by a church function. Since we are not a church group, TRAACA lost out.

We scrambled to find a replacement venue, but choices were very limited and would have been both expensive and difficult to get to, so we decided to cancel the Friday Night Social this year.

The one critical activity planned for the Friday Night Social is the announcement of TRAACA candidates for the 2013 Board. This year, we will distribute the candidate list as a separate mailing, emails to those that have it and letters to those who do not. A benefit of this approach is all members will get notification.



The Tidewater Region AACA invites you to our  
**Thirty-Ninth Annual Meet**

**8 am to 3 pm**  
**Saturday**  
**September 29, 2012**  
**Virginia Beach Airport &**  
**Military Aviation Museum**

TWO great shows featuring hundreds of beautiful cars, trucks, and motorcycles!  
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**Kit Lawrence, 2012 Meet Chairman**

Our Annual Meet is just around the corner on September 29<sup>th</sup> at the Virginia Beach Airport and Military Aviation Museum. If you have not already done so, please fill out and return your registration form to John and Marie Gancel (Custom and Modified vehicles) or Richard and Sandy Hall (as built stock vehicles). Many volunteers are needed to successfully hold this annual event and your assistance will be greatly appreciated. Help will be needed for judging, registration, greeting and traffic control, show field layout, tent set-up, flea market assistance, after event clean up and many other areas. This is a fun event and even more so when there are plenty of folks helping out. Please contact Kit Lawrence, Meet Chairman, if you would be willing to participate and he will connect you with the appropriate activity supervisor.

- Assistant Meet Chairman :** Tony Scarpelli
- Registration AACA Cars:** Richard and Sandy Hall
- Registration Rods and Mods:** John and Marie Gancel
- Publicity:** Ken Talley
- Meet Fliers:** Bob Stein
- Site Set-up, Equipment, Signs and Clean-up:** Neil Sugermeyer, Sam Kern, Kit Lawrence
- Tents:** Keith Colonna, Kit Lawrence
- AACA Show Field Spaces:** Neil Sugermeyer
- Traffic Control:** Barbara Talley
- Show Field Parking:** David Pace, Wes Neil
- Off-site signs:** Al and Laurel Swenson
- Judges:** Terry Bond (Chief Judge)
- Judges Admin (AACA):** Sandy Hall
- Flea Market:** Sam Kern
- Awards:** Dick ChipChack
- Trophy Sponsorships:** Tony Scarpelli
- Club Store:** Mickey McChesney
- Meet Program:** Dot Parrish
- Vehicle Photographer:** Bob Pellerin
- Food Vendors :** Tim Russell
- 50/50 Raffle:**

**Many volunteers still needed for the meet.**



**2012 FALL TOUR**



By Dick Chipchak

Our 2012 Fall Tour is scheduled for Saturday October 27<sup>th</sup> and Sunday the 28<sup>th</sup>. The registration form and more details will follow in an e-mail.

Here is a brief schedule:  
Saturday morning we will drive to Jefferson's Monticello on route tested by Richard Hall, Dick Chipchak and Tyler Brown. In the afternoon we will tour Monticello Home and Gardens ( [www.monticello.org](http://www.monticello.org) ) \$24.00 per person. Our dinner location is yet to be determined. We will pick the restaurant by 9/14/12. The hotel is the Best Western Zion Crossroads, VA Rate \$119.99 ( 12 rooms reserved ) Call 540-832-1700 and reference TRAACA Club Rooms. Make your room reservations ASAP  
Sunday, after breakfast, we will attend a wine tasting and tour at 11:00 at Jefferson Vineyards. \$10.00 per person which includes the souvenir wine glass. We can also stop by Trump Vineyards next door. Then we will return to Tidewater. E-mail Dick Chipchak at ( [dchipchak@aol.com](mailto:dchipchak@aol.com) ) with questions.

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

<b>Celebrity Spotlight</b>			
WINNER	VEHICLE	CLASS	AWARD
<b>Mustang Club of Tdwr Annual Meet July 28th Chesapeake</b>			
Jeff Locke	1985 Cadillac		Top 20 Award
<b>11th Annual Lee Hall Mansion Car Show, Aug. 11</b>			
Bob Parrish	1978 Thunderbird		Best Ford
<b>21st Annual Khedive Auto Show, Aug. 18th</b>			
Tom Weddiking	1941 Dodge truck		Sponsor's Choice (Maquire & Sons)
Bruce Sedel	1949 Packard		Sponsor's Choice (Palm Tree Inn)
Sam Kern	1925 Franklin	Class 1	1 <sup>st</sup> Place
Al McVickers	1957 Chevy	Class 8	1 <sup>st</sup> Place
Bob Parrish	1978 Thunderbird	Class 18	1 <sup>st</sup> Place
Boyd Schwartz	1964 Volvo	Class 29	1 <sup>st</sup> Place

## FLEA MARKET

**1934 PACKARD EIGHT MODEL 1100 SEDAN** - Professionally restored 1992. CCCA, 100 pts, 1993. PAC National, 100 pts, 1993. AACA Grand National, 1994. Selected for PAC Anniversary Opus Magnum, Warren, OH, 1999. ODPC Preservation. Just completed ODPC Spring Tour to Wilmington, DE and CCCA CARavan in Williamsburg. Authentic Packard Bruce Blue Pearlite, striped gray wool interior. \$95,000.00.

[rwoolfitt@cox.net](mailto:rwoolfitt@cox.net)

**2007 ENCLOSED CAR TRAILER** - Used very little, 17.5 ft. long, ideal for small British car. \$4,000.00 contact Ken Talley (757) 421-7534.

**1934 PACKARD EIGHT MODEL 1101 CONVERTIBLE SEDAN, DIETRICH** - Professionally restored 1993. One of 10 known. PAC Best of Show, Pre-War, 1993. CCCA 100 pts, 1995. AACA Joseph Parkin Award 1996. ODPC Preservation. Completed Spring Tour to Bristol, 2009. Black with black leather interior and tan top. More photos at: [http://www.caroholic.com/34\\_1101.htm](http://www.caroholic.com/34_1101.htm). \$170,000.00. [rwoolfitt@cox.net](mailto:rwoolfitt@cox.net)

**1979 LINCOLN CONTINENTAL "COLLECTORS SERIES"**. Strong running car. I use it daily to go to work! Clear title, inspection Ok. I am asking \$9,800 negotiable or a trade for 50's American car. Contact Alfonso on 757-277-6040, or send an email to [alfonso.ludovici@virgilio.it](mailto:alfonso.ludovici@virgilio.it).

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

**HUGE COLLECTION OF PARTS** - 20-25 boxes (Xerox size) of misc. car parts, some NOS and some used. Most from the 60'-80's. It would be great for a swap meet guy who has the time to find out what everything fits and price accordingly. Includes Ford, Chevy and Mopar stuff. \$500 for the lot or best offer. I'm tired of tripping over it! Andrew Sitar - 757-373-4017 or email at [bad281qt@cox.net](mailto:bad281qt@cox.net).

**1940 BUICK SUPER SEDAN** - This car runs good and is "Road Ready" Interior has been replaced with the correct fabric. The wiring harness has been replaced and steering wheel re done. Brake system has recently been overhauled and instrument panel redone. The car has been repainted some time back and still shows well. The odometer shows 60,000 miles (appears to be correct). Driven recently on two tours with no issues. Call Ken Talley (757) 421-7534 before 9 PM EST.

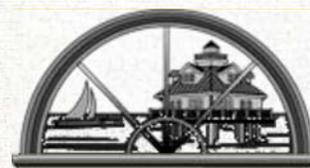
**1944 CUSHMAN SCOOTER** - AACA senior, good condition, runs good. \$3,000.00. Contact Ken Talley (757) 421-7534

**1954 Chevrolet 4 door Bel air**, motor, clutch, pump, carb, water pump, R/B seats, carpet, sill plates, trunk, kick panels, whid-shield, visor, traffic light viewer, good brakes, VERY NICE \$10,900, Norfolk, VA Call Frank Lagana. H - (757)853-0619, C - (757)270-6588

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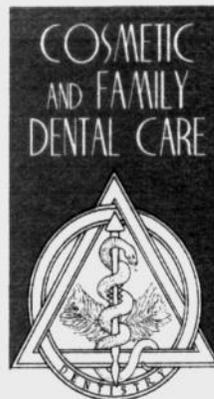
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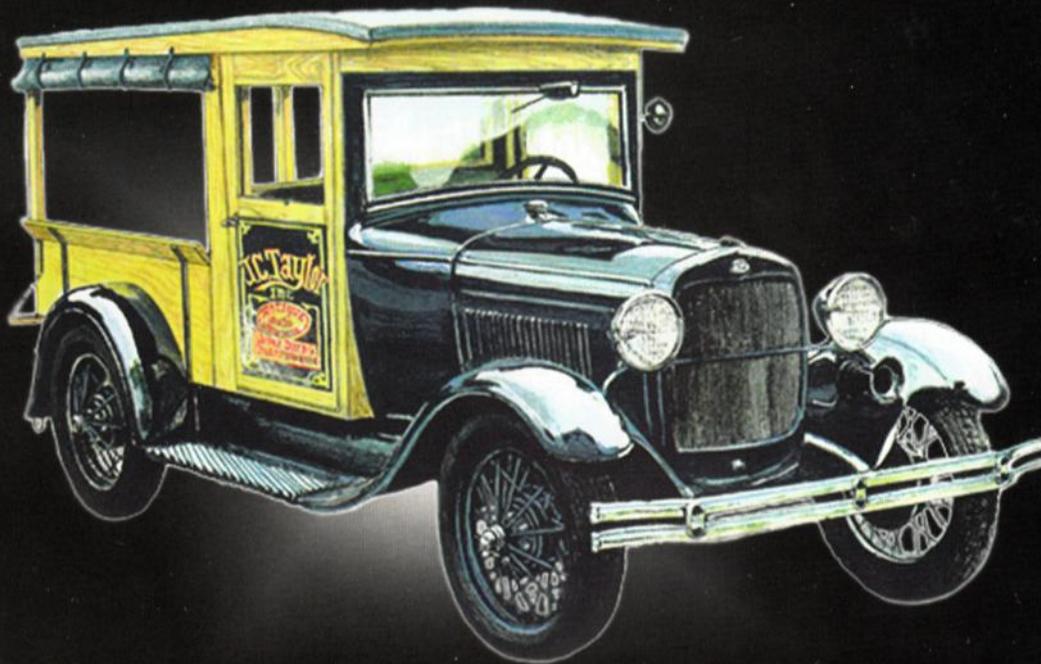
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# Register YOUR vehicle for the Tidewater Region AACA Thirty-Ninth Annual Meet



Virginia Beach Airport - 1341 Princess Anne Road - Virginia Beach VA 23457  
8 am to 3 pm Saturday, September 29, 2012

**Show Information:**

- TRAACA Annual Meet Chairman –Kit Lawrence: (757) 651-0791 or email chrisblawrence@gmail.com
- TRAACA President - Bob Stein – 757-588-6200 or email posti@aol.com

**PARTICIPANT REGISTRATION FORM - PLEASE PRINT**  
Tidewater Region AACA 39th Annual Meet – September 29, 2012

**REGISTER FOR THE SHOW OF YOUR CHOICE!**

Check the box for your show and mail your completed registration form and check payable to 'TRAACA' to the indicated address:

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Swap Meet and Car Corral

**MODS AND RODS**  
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**SHOW REGISTRATION**  
John and Marie Gancel  
828 Trillium Place  
Virginia Beach VA 23464

Name: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_ email: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code \_\_\_\_\_

**VEHICLES MUST BE ON SHOW FIELD BY 11:00AM**

*Displayed vehicles must have a visible fully charged, operational UL approved fire extinguisher.*

**VEHICLE 1** Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

AACA CLASS (If Known): \_\_\_\_\_ AACA National Award Winner \_\_\_\_\_

**VEHICLE 2** Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

AACA CLASS (If Known): \_\_\_\_\_ AACA National Award Winner \_\_\_\_\_

First vehicle EARLY REGISTRATION (Postmarked BY September 16, 2012)	1 @ \$20.00 _____
First vehicle LATE REGISTRATION/DAY OF SHOW (NOTE: Not eligible for AACA Judging)	1 @ \$25.00 _____
Additional Vehicles (\$15 each)	_____ @ \$15.00 _____
Flea Market (Approximately 10' x '30')	_____ @ \$20.00 _____
Car Corral (Single parking space)	_____ @ \$15.00 _____

**Total (includes admission to the Military Aviation Museum)**

\$ \_\_\_\_\_

I would like to help judge Preserving The Past (AACA Classes): PREFERRED CLASS \_\_\_\_\_ ANY \_\_\_\_\_

All vehicles must have current liability insurance coverage. My vehicle has state required liability insurance.

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_