

TIDEWATER Antique Automobile Club of America REGION



VOLUME 53 NO. 2 MARCH 2009
A Master Editor Award Winning Publication



*The Rivals... a 1909 print from
a painting by Wm. Bengough*





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*President
Linda's
March
Message*

Linda at the podium presenting our contribution to the AACA Museum and Library during the President's Dinner at Philly

Our first official dinner meeting for the year was held at the Aberdeen Barn. It was a very enjoyable evening and I heard rave reviews about the food. The staff was very accommodating and they are happy to have us each month. What a pleasant change! The Ombudsman Peter Catanese has been very busy with all your suggestions. Each member will now have a chance to win a free meal at the dinner meetings each month. Scott Davies was the first member to win a dinner at February's meeting. Look for a "Report from the Board" each month. We will run one month behind so that all corrections can be made and approved by the Board before publishing. I look forward to all your ideas and suggestions.

We were represented well in Philadelphia. We had 15 Members present. Marty and Neil Sugermeyer earned the Master Editor Award again this year with our wonderful Mud Flap publication. The cover chosen for the award had the picture of Rad and Margie Tillet's jeep featured on the July 2008 Mud Flap. Bob Stein was awarded the Master Webmaster award for the 10th time. We are lucky to have such talented members. Al and Sharon Mercer won the Mercer Award for their 1922 Mercer. Also contributing were Jeff and Pat Locke, Bob Stein and Neil Sugermeyer who presented some very interesting seminars. Other members included AACA National Officers Terry Bond and Tom Cox, as well as members Sue Bond, Wes Neal, Dick McIninch, Bill Wilcox, Bob Pellerin and myself. We had a great time and I recommend some of you that haven't been to Philly join in the fun next year.

We have many great activities planned for the year. The Swap Meet is sneaking up on us fast, and we still need some volunteers, as we cannot do it without everyone's help. Please give Neil or Terry a call and come join in the fun. I look forward to seeing you at our next dinner meeting April 16th.

"If wrinkles must be written upon our brows, let them not be written upon the heart. The spirit should not



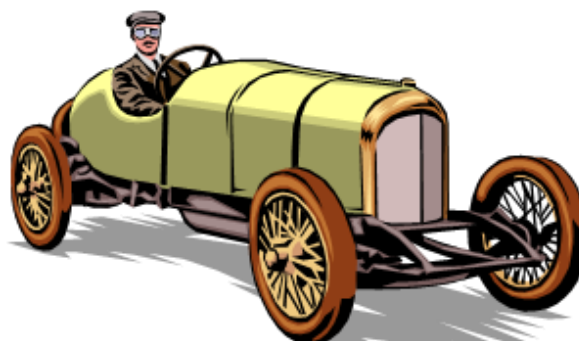
Announcements

MUD FLAP ONLINE

The TRAACA Mud Flap for January/February 2009 is now online - click on the link on the TRAACA Web Site home page! All of the 2008 Mud Flaps will soon be available online in a new Club Library section soon.

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EPILOGUE

by Lewis Bridges

A number of years ago, about 1997, I came across a 302 GMC engine in a 1955 bus. I bought it and put it aside thinking that perhaps I would recreate the Neki-Hokey. I had not satisfied my drag racing interests as an 18 year old and wanted to finish it as a senior citizen. This desire had to be satiated soon since the rocking chair will get me in the not too distant future.

I reconnected with Vic several years later and we began to talk about the project. He was as interested as I was. I did an internet search and found several 1938 Chevrolets. The prices were OK, but they were in Montana or the Dakotas. It was too far to travel and tow a car back. I bid on one on ebay from Chattanooga and was out bid. I talked to the seller and he said that he had another one. Pictures were exchanged and we decided to purchase it for \$1,650. The original one could have been bought for \$25 in 1955. Since it was not running and had no title, we probably paid nothing for it.

For an extra \$200, the seller would deliver the Chattanooga car. We jumped on that deal, and it arrived in September of 2002. Replication was on our 65 year old minds. At this time it was 47 years after the original event. As you will see later, it will take us a long time to complete the project.



The Chattanooga Chevy on arrival in September, 2002

We removed the fenders, running boards, hood, radiator cowl and interior as was done in the original Neki Hokey. As almost always is the case, it was in rougher condition than we thought it was. We had to cut out a lot of rust, mostly in the floors and at the base of one door post, and patch the sheet metal. Since it is a race car, the replacement of sheet metal did not have to be perfect but it had to be structurally sound. The original car did not have any roll bars or seat belts. So, in the interest of safety, we installed a roll bar through the floor and attached it to the frame. A five point safety harness was also installed.

Since the car came with no seats, a 67 Volkswagen driver's seat was installed. It looks a lot like the original. It is not mohair covered, but is covered with black and yellow vinyl.

The Chattanooga Chevy had a knee action front suspension. The original Neki Hokey had a beam axle front suspension. On one of my antique car club tours, we visited a shop where a 38 Chevy was being converted to a street rod with a late model independent front suspension. They had removed the beam axle front suspension that we wanted. I bought it and loaded it into the trunk of my 53 Chevy convertible and brought it home



The Chattanooga Chevy stripped down

We sent the block to Vic's nephew's machine shop, Tidewater Machine, in Norfolk, Va. Craig Talley is the owner and the son of Vic's friend and brother in law, Ken Talley. Ken was involved in the original Neki Hokey. The head was milled .030" and the block was decked .040". We believe this raises the compression ratio to about 8.5 to 1. The head has large ports and is casting no.2193983. The so-called "983 heads" were highly desired by hot rodders in the 50s. Also, a ¾ race cam, 254 deg. intake, 264 deg. exhaust and 0.430 in. lift, was purchased and installed. Both head and cam came from Stove Bolt Engine Parts Co. The original Jimmy engine did not have an oil filter. From an article in "12 Port News," we learned how to drill and tap the block to install a full flow oil filter.



*Left:
Vic & Mick assembling
engine May 2003*

*Below:
Jimmy engine Oct., 2003*



*Left:
Front engine support and
tie down*

To mount the engine, I had a steel fabricator, Virginia-Carolina Steel, bend a 2 1/2" wide x 3/8" thick steel bar to form a strap that was bolted directly to the engine and attached to the frame rails through Ford flat head doughnut rubber motor mounts.



Left:
*Engine installed
September 2004*

Multiple carburetor and exhaust manifolds are still available in the after market. However, we decided

to modify the stock manifolds as was done with the original Neki Hokey. The original Neki Hokey had Stromberg 97 carburetors. In 1955, 97s were plentiful and cheap. They are still available, but are prohibitively expensive. Ford/Stromberg 94 carburetors are much more reasonably priced and have the same old style, retro look. I found several cores at swap meets and we rebuilt them.

Right:
*Home made split
exhaust and intake
manifolds*



We wanted to maintain the stock distributor look, but we wanted electronic reliability and spark. So, we installed a Pertronix unit to replace the points and condenser and keep the original look. The coil was upgraded to a 40,000 volt Pertronix Flame Thrower unit that looked the same as the original. We also wanted to maintain the vintage look by retaining a generator and voltage regulator. The original gas tank was rotten with rust, so we installed a 5 gallon fuel cell.

A decision was made to not use the original 38 Chevy transmission. We remembered how they frequently shattered with the original 270 cubic inch GMC engine and decided to compromise with originality. In 1955, those old transmissions were every where and could be purchased for a few dollars. They are much rarer and more expensive now. We wanted more reliability and not to have to put our old bodies under a car to frequently replace the gear box.

Vic had a TCI rebuilt GM Turbo 350 automatic transmission from another project that he donated to the Neki Hokey. From Summit came a 10" TCI Street Fighter 3,000 rpm stall torque converter. I bought a flex plate and transmission adaptor plate from Buffalo Enterprises to make the rear of the GMC inline 6 cylinder engine look like a small block Chevrolet V8 engine. The new transmission, obviously, will also not match up to the stock 38 Chevy torque tube rear end. Therefore, we swapped it for a

GM 10 bolt from an 85 Chevy Suburban with a limited slip differential and a custom drive shaft from Standard Parts in Norfolk, Va. This also shortened the wheel base by about 1-1/2". The ring and pinion was replaced with a set of 4.56: 1 gears, this was done by Bruce Warren Garage. I calculate, with 28" diameter tires, our engine speed will be 4927 rpm at 90 mph. This is where we hope to be when we get it all together.

The rear of the transmission was bolted to the frame using a modified late model GM support member.



Left:
*Body work
continues,
Dec. 2004*

Right:
*First visit to track
May, 2005 with
tow bar still at-
tached.*



Left:
*Decals installed
July, 2005*

The windshield and rear glass were replaced, and we simply

removed the side windows. Upon our first arrival at the track, we were informed that we must have side windows. Plexiglass side windows were fabricated and installed. We also learned that we had to have dual carburetor throttle return springs. Our only tech inspection violations and were quickly remedied.

We visited Northeast Drag Way, an 1/8 mile track near Hertford, N. C., several times in the summers of 2005 and 2006. The first trip was with an entourage of 11 including Vic and myself, my grandson, Carl, granddaughter Rachel, her friend Britany and high school pals, Howard Horton and Buzzy Dodge. The entourage quickly melted away when we were not able to get the Neki Hokey to run right. Another trip was stopped by a rainstorm. The site was deluged immediately after we arrived.

Right:
*The entourage at
the track*





*Left:
Neki Hokey on the track*

Our best E. T. for the 1/8 mile has been 10.5 seconds with a speed of 66.4 M.P.H. We feel it is capable of better. We experienced

the carburetors running lean at high rpm, causing popping and missing and the engine never getting over 3,000 to 3,500 rpm. We needed 4500 + rpm. This was fixed by adjusting the jets, many times. Then there was some valve float that we fixed by shimming the valves to increase spring pressure.

After we fixed the lean carburetors and valve float, we could not shift the automatic transmission manually and in automatic mode the shift points were all wrong. The Neki Hokey will turn 5,000 rpm. However, at about 5200 rpm, we get valve float. We could shim the valves more or install heavier, double springs. However, we believe that the stock pistons and other rotating assembly will not be reliable above 5,000 rpm. Therefore, we want to shift at 4,000 rpm. We have installed a manual valve body and took it to the track to test in November of 2006. In the very first pass, we broke the rear universal joint and were sidelined until the track reopened in the spring of 2007. We were towing the race car to the track and had to open the u joint each time we carried it to and left the track. One of the reassemblies, perhaps in the dark, must have been faulty. I have subsequently purchased an enclosed trailer to eliminate u joint removal and serve as storage.

Each of these corrections required a separate visit to the strip, about an 8 hour round trip, including time at the track. The Neki Hokey has yet to make a trip down the track operating at what we believe is its maximum potential. Since we both have a life beyond this car, there was considerable time between trips.

It takes us a long time to get things done. The original car was built in two weeks. We are over four years at this point. At our age, we move considerably slower and tire much quicker than we did at age 18. Although Vic and I are both pushing 70 years of age, we both have an active life beyond this race car that keeps us plenty busy. I have a small business to run and Vic still has a part time job. I have lots of other interests and like to travel. Vic plays the banjo in a bluegrass band that fills most of his spare time. We both have very little time to devote to the Neki Hokey. Consequently, it takes us a long time to accomplish anything. Since the track is over 2 hours away, testing and tuning is limited. My wife, the neighbors and the Virginia Beach police will not tolerate road testing as we did in the spring and summer of 1955 on the neighborhood streets of Norfolk, Va.

The brakes are adequate for the speeds thus far attained on the 1/8 mile track. When we work out all the bugs on the 1/8 mile track, we want to go to Virginia Motor Sports Park, near Petersburg, Va., which has a 1/4 mile track. The stock 1938 Chevy brakes may become problematic at those speeds. We have purchased from Buffalo Enterprises a kit to adapt 1975 Camaro

disc brakes to the front end. From Vic's vast storage bin of automotive parts, came the rotors and a pendulum master cylinder, off a 1969 Chevy pick up. Vic bought reconditioned calipers and had the discs turned. These will be installed over winter break.

The spring of 2007 arrived and we have been to the 1/8 mile Northeast Drag Way several times. We are convinced that the best I can do is a 10.1 E. T. with a speed of 65 M.P.H. In mid June, my son Chip and his family came home from Phoenix, Az. for our 50th wedding anniversary party. While here, he went to the track with us and drove the Neki Hokey. More than 20 years ago, when he was a teenager, we raced his 67 GTO at the Suffolk, Va. drag strip. It became too expensive and time consuming for an engineering student and he gave it up. As an aside, he still has the GTO that I bought new. Although he has been more than 20 years away from racing, He got an E. T. of 9.9 with only one try. This in spite of my telling him he was staging too deep. Chip told me that the difference was the 30 extra pounds I was carrying around. I don't think so, I think youth (42) is just quicker than old and experienced (69).

At the end of August, we went to the 1/4 mile track at Va. Motor Sports Park South of Petersburg, Va. We were black flagged when a transmission leak developed on our first pass. The leak could not be fixed at the track and we only got one pass. Our top speed increased to 75 M.P.H., only a 10 M.P.H. gain in an additional 1/8 mile. We may have too tall a gear at 4.56:1 in the rear end. We may be maxing our RPMs before the end of 1/4 mile

To make adjustments in the rear end ratio, we have obtained 2 additional sets of tires mounted on rims. Finding the tires was easy, but finding 14" and 16" - 5 lug rims were difficult. The overall tire diameters are 24", 28" and 29 1/2". The 28" tire is the one that we have been using up to this moment. I am hoping that the larger diameter tire (29 1/2") will increase the speed without adversely affecting the E. T. The increase in tire diameter (28" to 29 1/2") will decrease the overall gear ratio by 10%. Conversely, the decrease in tire diameter (28" to 24") increases the overall gear ratio by 26%. At 75 M.P.H. with 28" tires our RPMs should be 4100. With 29.5" tires, the same RPM should net 83 MPH

We will try all three to see which is optimum.

The tallest tire (29.5") yielded the best result. 79.27 mph & 16.25 E. T. It was not as much as I had expected. I expected to top 90 mph and into the 15s E. T. I want to change the gear ratio to 4.11:1. We may be over geared for the 1/4 mile.

While at the track this time, I spoke to another old timer about my reaction time. It was averaging about 0.5 seconds. I was told that a good reaction time would begin with a zero. I was told that instead of waiting on the green light, I should launch on the last yellow light. I tried it and cut my reaction time to .05 seconds. Much better, especially for a 70 year old.

It has been 5 years thus far on this project, I believe that we are almost finished. We never got an E. T. or speed on the original Neki Hokey. There was no timing equipment at the original out law track. Unfortunately, the original Neki Hokey was probably not as fast as we thought it was. It was fast for it's time, but not fast as measured by modern standards. It doesn't matter, we are having a great time in our 70th year.

From Under My Hat



By Marty Sugermeyer

The print on the cover is from Neil's collection of early auto prints and photos. After my request for car photos and stories for the Mud Flap at the February Dinner Meeting, you may be surprised to see an old car print on the cover this month. Well, we have pictures and story ready from Bruce Sedel on his Packup, but another article has been on hold for quite a while. So we chose a racing theme for the cover to go along with Lewis Bridges article "Epilogue" about rebuilding his Neki Hoki as a senior citizen reenactment of his youth. As Lewis suggested, if the rocking chair hasn't gotten you yet, you might as well act as young as you feel. Where did I hear that the first auto race took place when the second car was built? As for other car pictures and articles in the archives, they are in need of something to get them to final form. We will be asking for an article or more pictures for the few we have on file.

So I'll reiterate my request for pictures of your cars and stories to go along with them. Just think, you might have your cover car on the "big" screen at Philly as the Tillett's jeep was this year when Neil and I went up to get our Master Editor Award.

We are missing the Winter Blast this weekend in order to get the Mud Flap finished since I am on my way to Florida the day after the Swap Meet to visit my folks. We are also on the verge of starting our kitchen addition, so lots of stuff needed to come off the walls and out of cabinets. Our dining room is turning into a storage center. Later our travel trailer may turn into a temporary kitchen. At least we have that for a backup. I'm sure our pups will be happy with that arrangement. They always enjoy their time in the trailer at Hershey. We also need to move several hundred daffodils, two of roses, and stuff off the back porch.

It looks like 2009 is going to be as busy and fun for TRAACA as ever. You are probably looking forward to the Square Car Tour on April 11 as much as I am. That is such a relaxed activity and a great opportunity to get cars out for some driving on back country roads. Ken and Barb Talley are hosting us again this year for the pretour "fill up". They have worked out a route that will end at – you guessed it – a restaurant.

Looking even further ahead we can anticipate our TRAACA Judging School / Tech Session on April 25th. If you have not done this in the past it is a great way to learn how to judge from senior judges. You will learn how to find those small adjustments to your vehicle that can make a big difference in your point score on the show field. The TRAACA Standard Stick Driving School on May 9th should be a lot of fun too. As a person who learned to drive standard from day one, I'm looking forward to getting into a car that makes you feel like you are in control more than today's automatic shift cars with so many automatic gadgets that you feel like the car is driving you.

Get your reservations in early for the show and a hotel for the ODMA Meet on May 16 in Woodbridge, VA. Sandy Hall has supplied us with detailed information, later in this issue. Personally I'm excited about the silent auction. You never know what kind of treasures will come out of attics, basements, and garages, and this event draws folks from all over the state. I'm looking forward to this years Old Dominion Meet and hope to see you there.

Report from the Board January 2009

Prepared by Bob Stein,
TRAACA Vice President



Note: Starting this month, you'll notice a change in the way TRAACA Board activities are reported. We will be providing a summary of Board actions and decisions instead of detailed minutes. Full minutes will still be available on request from the Secretary. This change is in accordance with specific guidance on reporting requirements from AACA National, and follows the best practices outlined in Roberts Rules of Order. The summary will take up a lot less space, and it will also be quite a bit easier to figure out just what was done.

January 13, 2009.

No Treasurer's report was made due to the books being audited. The December board meeting minutes were read and approved with amendments.

A motion was made and carried to donate \$300 to the SE Food bank.

A motion was made and carried to donate to local charities an amount equal to the club's donation to AACA National.

A motion was made and carried to provide a \$400 stipend to the TRAACA president to cover expenses for the AACA National Membership Meeting in Philadelphia.

The board reviewed the club activities calendar for 2009.

The board discussed catering for monthly dinner meetings, and settled on using the Aberdeen Barn for the February meeting. Also, it was decided to charge a small fee for the TRAACA picnic to get an accurate headcount. The funds collected will be donated to the Salvation Army in Dwight Schaubach's name as a thank you for providing the picnic to the club.

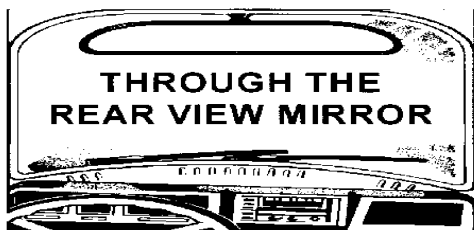
The TRAACA Christmas event date was set for December 5, 2009. The Activities Committee will bring event details back to the board at a later meeting.

The board discussed the \$1500 donation approved by membership vote at the January Installation and Awards Banquet. A motion was made and carried to set aside all actions concerning the donation as being out of order. A motion was then made and carried to approve the \$1500 donation and accept the Membership vote.

The board discussed Article III, Section 2 of the bylaws which covers the process of handling motions that come before the

board, and determined that clarification of the bylaws may need to be made.

Dan Ciccone resigned as TRAACA President. Vice President Linda Pellerin assumed Presidential duties.



PHILLY

By Bob Stein

Tidewater Regional was well represented as usual at the 2009 AACA National Membership Meeting held February 12-14 in Philadelphia, PA. Marty and Neil Sugermeyer carried on the long tradition set by Ivie Lister and Marty by earning the Master Editor Award yet again with their outstanding Mud Flap newsletter, and Bob Stein was awarded his tenth Master Webmaster Award for the region's website.



Above: Marty and Neil Sugermeyer with the Mud Flap displayed on the Master Editor board



Right: Bob Stein with Sharon Lee accepting his 10th Master Webmaster Award.

Long time club members Al and Sharon Mercer very appropriately received the Mercer Award for their stunning restoration of... what else? a 1922 Mercer long wheelbase runabout.



Al and Sharon Mercer on either side of Sharon Lee at the Awards Ceremony.

Jeff and Pat Locke presented two seminars covering appraisals and classic cars, and Neil Sugermeyer and Bob Stein presented a seminar on The Internet and the Old Car hobby. Dick McIninch presented on Auto Values and Tom Cox was part of seminars on Membership and Youth and the Hobby. Other AACA members included AACA National Officers Terry Bond and Tom Cox, as well as Sue Bond, TRAACA President Linda Pellerin and husband Bob, and member Wes Neal.



TRAACA group shot before the Awards Banquet



This picture was taken at the First Lady's Breakfast. Sharon Lee on the left is the immediate past President of AACA and Janet Ricketts on the right was the first lady president of AACA. Linda Pellerin, our current president is in the middle. The contribution of these three gals to the antique auto hobby could fill several pages.

VALENTINE'S DAY DANCE

By Ken Talley

Barbara's foot was not up to dancing but I did take the Mercury for display. The event was a big success. The museum sold out 325 tickets.



TRAACA FEBRUARY DINNER MEETING

We enjoyed another great meal at the Aberdeen Barn on North Hampton Blvd. This location for our dinner meetings may not be as accessible to some folks coming from the southern end of our region, but so far they seem to think it is worth the trip. Terry Bond gave a fascinating presentation on old gas stations and other auto related memorabilia. There is also a follow up article from Terry later in this issue. Mickey McChesney had some of the items in the club store on display and for sale at the meeting.



1958 MOVIE

A Chance to Be a Star

By John Gancel

4:13 Films, in association with Paraline Studios of New York is shooting a film based mostly in Norfolk during 1958, called **The Note**. It will be filmed at Doumar's, Maury High School and other places yet to be determined. For most of the film it will require 1940/50's cars but nothing newer than 1958. They need a lot of cars so they can be rotated in and out of Doumar's during the shooting. The closing scenes will be in 2005 so just about any car can be present but nothing newer than 2005. The tentative shooting schedule is for the 28th and 29th of March.

Those wishing to take part must fill out a form telling about your car and indicating what you will and will not allow with your car. We will not be paid for letting them use our cars but they will feed and take care of us during the shooting plus some other benefits. If you are interested, please contact John Gancel at (757)420-1844 or ganze55@cox.net. It is also requested that you attach a photo or digital photo to your form. These forms need to be sent back **as soon as possible** to allow proper placement on the Doumar's parking grid.

This should be a great thing to be part of and a really neat experience for us all. For all those that submit forms, I will keep you all up-dated as time goes by.



The Old Garage - Part 1

By Terry Bond

If you missed the February dinner meeting, you missed the chance to share my fascination with old garages. As mentioned during the introduction, that program all began with a call from Richard Hall inviting us to take a day and "go on an adventure." Over the next couple of years James Woodall, Neil Sugermeyer and others would jump at any excuse to head for the country in search of nothing in particular, and anything related to old cars. As you could tell from the slide show presented, we often hit the brakes to explore abandoned old garages, country stores and gas stations.

My love-affair with old buildings associated with early cars pre-dates that experience however. It actually began with our visit to Scotland back in the 70's. We were exposed to some country garages that time forgot.

One of our first stops was at a gas station in the village of Edzell, owned by Bill Bradbury. We became quite good friends over the years, partly because of our tendency to always need some work on our vehicles, and because their daughter had married into a navy family.



Left:
Entrance to the
village of Edzell
Scotland

The Bradbury BP station had been a garage since the early 20s. It was a building on a corner that fronted on the main road through town. The family lived upstairs. The back half was the service bay, the front was an office, and between was the parts department. A wall separating the front had the remains of a large poster advertising the "new" 1925 Model T. The parts bins were overflowing with stuff from the 20's right up to the present. Drawers in the office held spark plugs, old paperwork and a large collection of owners manuals going back to the teens. Everything about Bill's unheated garage had the right amount of grease on it, and it even had the right smell - an intoxicating mix of gasoline, kerosene, motor oil, exhaust, and the aroma of tobacco, all sweetened with the damp Scottish climate.

Bill manned the front desk, and his mechanic, Dougie, handled all the work. He was a short, balding, Scott with thick accent and grease covered overalls. He was an image right out of the 30's. To him, "tighter" was a three foot pipe on the handle of a wrench, usually already well bent from the extra torque of his thick arms. "Loose" was a whack with a bigger hammer with a

mushroomed head and greasy handle. He showed me how to do a valve job on the 1935 Morris without dropping ashes from his pipe down the cylinders. Sue learned by watching me and did it on her 1956 Austin A-30, so I guess you can say she learned from Dougie by proxy (less the pipe of course). I'll never forget the spit on the suction cup of the valve grinding tool. He hit it right every time. I tended to splatter!

Bill's garage was one of my favorite stops. Just to soak up the atmosphere.

Bill is gone, the garage is closed, not sure whatever happened to Dougie. It's been a long time, but I'll never forget those smells, those sights, those surroundings. It was the beginning of a life-long love of old car stuff. Some folks like the cars, but I like the whole package and over the next several issues of the Mud Flap, I'll share some of my favorites with you.



FORD MEMORIES 1950'S STYLE

By Jeff Howie

Unfortunately for the Hampton Roads area the Norfolk Ford Assembly Plant closed recently, but, at the same time left a legacy of fine workmanship embodied in its plant motto BUILT FORD TOUGH BY THE VIRGINIA TEAM. From the Model T era through the 1950's, an array of many Ford models, including sedans, station wagons, convertibles, school bus chassis and Virginia State Police Cars were built there. Later the plant was converted to assemble all trucks including the popular F-150.

Enter Jeff Howie in 1957! While attending college, I was one of the fortunate few to be selected to work during the summer vacation at the plant, performing various and sundry tasks. The first summer, the superintendent of the chassis line got me on the maintenance crew, working from 3:30PM to 11:30PM. Boy, did that put a dent in my dating life that summer! Anyway, it was good money at the time for a college kid, and not as much pressure as working on the assembly line. I was a helper, and recall one evening we built a wood storage bin beside the trim line approximately 12 feet long, 8 feet high and 5 feet wide with angle iron framing. Upon completion, we then began to paint the wood shelving battleship gray. One of the permanent full time employees was on an upper shelf painting and we were on the shelf directly below. Then, without our knowledge, this unsuspecting workman climbed down the side metal framework to our level

and placed his foot directly into the middle of our paint can. Needless to say his shoe turned battleship gray immediately. Of course, we were using oil base paint. That was the laugh of the evening!

I was asked if I would be interested in joining the Local Union 919. I asked my supervisor what he thought about it and he suggested I join, so I did. I know what can happen to those non-union guys! The next summer, I joined the "real team" on the assembly line and lost ten(10) pounds by summer's end. The day shift ended at 3:30pm, and again I was unfit for the dating scene. My duty one morning was to install engine fans on the engine line along with a few other incidental chores. After about a fifteen minute instruction period I was on my own. Behind me were bins and bins of fans for every Ford engine on "the planet". There were fans for sixes, eights, air conditioning, school buses and engine size. At first blush they all looked the same to me; with the engine line moving they were the same! Then, at approximately 11:00AM, I was charmed by a visit from the engine line foreman, superintendent of the chassis line (the man who got me on that summer) and a foreman from a smaller trim line that performs corrections after the automobile is built. It seems yours truly had installed approximately nineteen (19) incorrect fans requiring the removal of the improper fan, belts, radiators, etc to install the correct fan. Gosh, I thought to myself, nineteen (19) isn't so bad, after all I wasn't majoring in automotive science. After a short conversation, I was moved to another post. I often wondered, what lonely soul out there may have purchased one of those cars with an incorrect fan that has run either hot or cold ever since. I can hear him now, "well it's original and it came that way". What an AACA judge's nightmare!

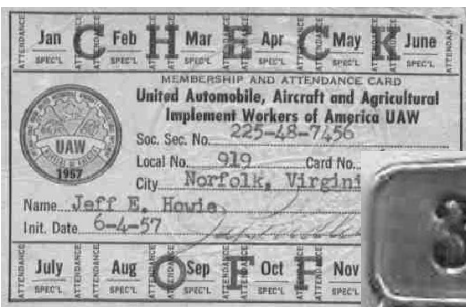
The most laborious task was spot welding the package tray assembly between the rear window and rear seat. The welding unit was suspended from an overhead track where you could move around the car body. You merely pushed a button and the jaw points would snap closed making contact. The package tray was temporarily secured by vice grips prior to the welding procedure. At this point, it was unpainted raw metal and extremely sharp. Asbestos gloves, hat, safety glasses and long sleeve shirts were required to retard the flying sparks. The superintendent of the chassis line would walk by to check on me daily, give a smile and shake his head. Of course, later on many of these manual welding tasks were replaced by new technology via robotic machines at all plants.

Later, that summer I was reassigned to the chassis line and greeted with the best job in the plant....driving those beauties off the line after they were started by an engine tech. I drove the vehicle onto a front end pit, then set the steering wheel with a portable locking brace. The pit guy did the rest. Now, that was a clean enjoyable routine.

At a later date, I had the pleasure of installing spot lights on the Virginia State Police cars using a template to drill the holes. This was done outside after the vehicle was built. Here, work was at a much slower pace to say the least. I thought this was a nice "cushy" job after the spot welding assignment.

In addition, I drove the cars from the plant to the entrance of the new car carrier parking lot to be parked for loading and delivery. We drove the school bus chassis sitting on a wooden crate. The "pros" drove them standing up.

These units would go to a North Carolina finishing plant where the body was installed. I've been told many school bus chassis were driven the entire trip years ago to the North Carolina factory with the driver sitting on only a crate in all types of weather. This will complete my working experience at the Norfolk Ford Assembly Plant '50's style. I hope you enjoyed the tour as much as I enjoyed sharing it with you.



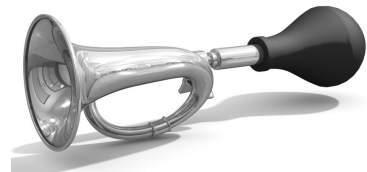
Above: Jeff's union card

Right: Jeff's plant badge

Below: During the open House at the Norfolk Ford Assembly Plant several years ago, they allow me to take my 1939 Ford Standard Coupe with a Thirty Sixty engine inside for a photo shoot as if it was just coming off the assembly line. It's an HPOF original except for the engine rebuild, under the hood detailing and redoing the dash board and interior garnish moldings.



**TOOTIN
OUR
HORN**



HB2570 is DEAD YEA!!!!!!

Legislative News by Tom Cox

Its over!!!! Delegate Mamye Ba Cote killed the Bill. Hal Hartel of the Virginia Peninsula Car Club Council indicated yesterday that this might happen. It did. I cannot stress how important it is for all of us to move when legislation hits. It's much easier to stop than it is to repeal. Congratulations to all who wrote. I am told representatives heard from many of you. Have a great weekend!



In Loving Memory of

Linda Pellerin's father, Frank Mayberry, was born on Feb 4th 1915 . He passed away on Feb 3rd 2009. Linda said, "He taught me to have fun everyday!"

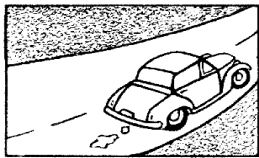


Jim Cason has lost his beloved wife Myra. Myra was born on Feb. 19, 1939 in Norfolk. She died on Feb. 11, 2009, Jim and Myra joined our club in 2000. Her friend of over forty years, Bev Manry said, "I have lost a truly wonderful friend."



Peter Catanese sister, Mary Catanese Oleynik passed away on Jan.30, 2009. Mary was a real estate agent in the local area. She will be greatly missed by her family and friends.





DOWN THE ROAD

LOCAL

- March 7....TRAACA Annual Swap Meet, Rt. 168,
Chesapeake, VA., Hickory Ruritan Club
March 10...TRAACA Board Meeting, Priority Chevrolet, 6:30PM
March 19...TRAACA Monthly Dinner Meeting, Aberdeen Barn
Restaurant, North Hampton Blvd. Va. Beach, VA.
April 11...TRAACA Square Car Tour—starting at Talleys
April 16..... TRAACA Monthly Dinner Meeting
April 25.....TRAACA Bob Roughton's Judging School and Tech
Session
May 9.....TRAACA Standard Stick Driving School
May 16.....ODMA Meet, Woodbridge, VA
May 21.....TRAACA Monthly Dinner Meeting
June 13....TRAACA Annual Picnic at Schaubach's
Sept 26.....TRAACA Annual Meet – Virginia Beach Airport

REGIONAL

- March 14Chesapeake Region Auto Parts Flea Market,
West Friendship, MD, Tom Young 640-653-3108
March 27-28 AACA Sugarloaf Mountain Region's 39th
Annual Indoor/Outdoor Antique Auto Parts Meet, - Frederick,
MD Info: Robert Clubb 301-831-0300; smraaca@aol.com
April 2-5 Charlotte AutoFair. & SE AACA National Spring Meet,
Hornets Nest Region, Charlotte, NC, 704-841-1990
April 26....35th Piedmont Region Car Show, Charlottesville, VA,
434-823-5372, Ruckus@embarqmail.com
May 8-9....Apple Blossom Meet and Flea Market, Shenandoah
Region, Winchester, VA, www.huskyclub.com/abmeet.htm
Meet Chairman Duane Catlett (540)533-7376
May 16... ODMA Meet, Woodbridge, VA

NATIONAL

- April 15-19AACA Southeastern Divisional Tour
Dixie Region, Birmingham, AL
April 2-5South Eastern AACA National Spring Meet
Hornets Nest Region, Charlotte, NC, 704-841-1990
May 28-30AACA Eastern Spring Meet
Gettysburg Region, Gettysburg, PA
June 11-13.....AACA SE Special Spring Meet
Middle Tennessee Region, Lebanon, TN
Aug. 22-28AAA Glidden Tour (Cars 42 & earlier)
Rocky Mt. Region, Golden CO
Sept. 18.....AACA Annual Grand National Meet
Topeka Region, Topeka, KS
Sept. 19.....AACA Central Fall Meet
Topeka Region, Topeka, KS



THROUGH THE WINDSHIELD

> 2009 SWAP MEET <

By Neil Sugermeyer

Last call for the 2009 Swap Meet and the first chance this year to find the elusive part to finish your latest restoration project. As of this writing, about 40 vendors have pre-registered for the event. The Hickory Ruritan Club will be handling the food, and promises coffee, donuts, cold drinks, hot dogs, hamburgers, and bar-b-que. Our Tidewater Region club members are needed to assist during the day in directing and parking, not only the public, but also early as the vendors arrive. Please come and help for an hour or two. We need all the help we can get to make this event the success it has enjoyed in past years.

The club will have an AACA & Region Membership table and the club store will be open for club related items. If you want to set up and sell your extra car stuff, call Terry or me and make a reservation. There are still a few indoor spaces and plenty of outside space available. Check the club website for details.

.....

TRAACA MARCH DINNER MEETING

On March 19th at Aberdeen Barn on North Hampton Blvd you can look forward to a great meal and a presentation by John Gancel on the LeMay Auto Collection in downtown Tacoma, WA. With over 3000 vehicles in the collection, it is billed as the largest in the U.S. and called America's Automobile Collection. Sounds like a fascinating program.



SQUARE CAR TOUR



By Ken Talley

This year our annual "Square Car Tour" will be on April 11. We will meet at the Talley's house at 10:00 for the usual coffee and donuts. There will be plenty of time to socialize and check out all the cars. Hopefully there will be some new acquisitions or maybe a car out for the first time. We will take some back roads through Chesapeake and Virginia Beach and end up at Seacrest Restaurant in Pungo. The best way to get to 1535 Newland Road is take Fentress Airfield Rd. off of Mt. Pleasant Rd. or Blackwater Rd. For anyone needing further directions to the Talleys please call at 421-7534.



REMEMBER, THE SQUARE CAR TOUR IS NOT JUST FOR SQUARE CARS....SO, BE THERE OR BE SQUARE!

.....

BOB ROUGHTON'S JUDGING SCHOOL

Set aside April 25th for TRAACA Bob Roughton's Judging School / Tech Session. We will put time, location, and directions in the April Mud Flap.

> OLD DOMINION MEET <

By Sandy Hall

The Old Dominion Meet will be held this year on May 16, 2009. There will be no host hotel as such. The show field will be at VFW Post 1503 in Woodbridge, Virginia at Exit 152 off I-95 and the hotels at this Exit are Holiday Inn Dumfries – Quantico (1-888-465-4329); Hampton Inn Dumfries/Quantico (1-800-HAMPTON or 1-800-426-7866, I think); Comfort Inn (VA 355) (1-877-424-6423); Days Inn Dumfries/Quantico (1-800-329-7466) or Econo Lodge (VA 177) (1-877-424-6423). In addition to AAA and senior rates, some of these hotels offer a deeper discount military rate since they are all within 5 miles of Quantico Marine Base so if you have a military ID, mention this when making your reservation. There will be a silent auction at the Friday Night Social so if there is something you want to get rid of but don't know exactly what to do with it, plan to bring it to Woodbridge. We will have more information and registration forms available soon. Put May 16 on your calendar. If you have questions, please call Ken Talley or Richard Hall.

TRAACA FALL MEET

For your information, below is a listing of all the heads of the various committees that will be serving to put together our 2009 Fall Wings and Wheels Show. The Meet will be held at the Military Aviation Museum (same place as last year) on Saturday, September 26, 2009. I will be using the above e-mail address to inform you of meetings and to keep you all up-to-date on the status of our Meet. If you change your e-mail address or would prefer I use another one, please let me know. I would anticipate calling our first general meeting in May to make sure we all know what is expected of our committees and ensure we have everything covered. Our last meeting will be in late August or early September with another meeting or meetings called in between if necessary. All of you are old pros at this so I don't anticipate that we will need a lot of meetings. I would anticipate some one-on-one phone calls or meetings to address specific areas. Thank you all for agreeing to provide leadership for our Meet. I look forward to working with all of you.

Meet Chairman - -	Dick Pensyl
Assistant Meet Chairman - -	Sam Kern
Special Assistant/Advisor -	Ken Talley
Chief Judge - -	Bob Parrish
Registration - -	Richard and Sandy Hall
Field Layout - -	Neil Sugermeyer
Showfield Parking - -	Bruce Sedel

Traffic Control - -	David Pace
Concession - -	Scott Davies and Holly Forester
Sign and PA—	Bob Hampton
Advertising - -	Bob Stein
Asst Advertising (Promotions)-	John Peters
Trophies (purchase) - -	Riley Best
Hanger and Trophy - -	Bill Wilcox
Swap Meet - -	Reed Matson
Store Sales - -	Mickey McChesney
Membership table - -	Donald Hobbs

From the Activities Committee

By Dot Parrish

Just a note from the activities committee to mark your calendars for some upcoming events for the Tidewater Region.

As you can see, April will be a very busy month for the club. Saturday, April 11th will be the Square Car Tour starting out at the Talleys at 10 AM. We will then tour the back roads of Chesapeake and wind up at the Seacrest Restaurant in Virginia Beach in the Pungo section. Also, in April Bob Roughton will be holding a judging school for some valuable tips to be a great judge. This will be April 25th. There will be more information coming.

May 16th will be the Old Dominion Meet in Woodbridge, VA, hosted by the Bull Run Region.

On June 13th we will hold the TRAACA picnic at the Schaubachs. Dwight & Jane have graciously invited us to their fabulous home and they will provide lunch, (and hopefully another tour.) We will arrive between 3 & 4 and eat at 4:30 or 5 PM. We will bring desserts.

Be sure and mark your calendars for some of these great events and we have more to come in the future. Stay tuned.



From the AACA Rummage Box



NOTES FROM NATIONAL HEADQUARTERS

*By Steve Moskowitz
Executive Director*

Make sure you and your region/chapter members have your email addresses on file to receive our new monthly publication the AACA Speedster. In January we will publish our 3rd edition and it appears that our members are really enjoying it. We are able to give you important information on a very timely basis. Make sure you open these emails and click on all the links. Also, this is not spam so make sure you are getting it!

The club has lots of new merchandise so check out our store on the website. www.aaca.org continues to be one of the best kept secrets in our club. There is a wealth of news, fun on the forums and information about the club. Hopefully in 2009 we will complete an "extreme makeover" of the site as well.

Speaking of merchandise, please let us know if there is something you would really like to see us produce. We have some new signs and new clothing items we think you really will like. We have run into a serious roadblock on our AACA authorized Revell model car kits but hope to resolve that as well. We are looking at a collector series of jigsaw puzzles of Antique Automobile covers and are already gearing up for 75th anniversary merchandise.

If you have not seen two special offerings you really should. Go to www.mycarfever to purchase a great CD of this year's "Hershey". You will really enjoy this lengthy video and will probably see a few of your friends throughout the show. Also, the jacket offered at www.hotrodjacket.com is nothing short of phenomenal. It is a bit pricey but be assured that you will not find a better quality letterman jacket anywhere and it is handmade in the USA!

Make sure you keep up with all the changes in our Library and Museum. We have new leadership at the top and they will be bringing fresh ideas to the AACA family. We will miss Kim dearly but Chris Ritter, our new librarian, brings a youthful mind set to how we operate and he has some exciting plans. Holly Bedsole at the museum is a real "car guy" and she, as well, has a huge "can do" spirit so we can expect our museum to move forward in some exciting ways.

We have a unique perspective at headquarters as most everything club related eventually passes through our office. One thing is very obvious to us. Those regions who really want to grow and add membership find ways to do so! Inspired leadership all around the country have proven that clubs can grow even if they have been stagnant in the past. With the four free memberships provided each year, a new half year membership and a benefit package that is not remotely matched by any car club in the country there is no reason for AACA not to be increasing our ranks in large chunks. Just yesterday we heard of

the possibility of a club gaining 100 new members by joining forces with a non-AACA club. Obviously the memberships of both of those clubs are very progressive. Your region and AACA need an aggressive campaign to grow and provide activities to keep the enjoyment of our hobby at a high level. Make a personal commitment to make this happen in 2009!

As always, we are only a phone call, letter or email away if you need anything or have any ideas for us. Thanks and have a happy and healthy new year!

.....



ANTIQUE AUTOMOBILES IN EUROPE

*By Brenda Shore Kaiser
VP Data Management*

We belong to the Antique Automobile Club of America (AACA) so does that mean that we only focus on American cars? No, we appreciate all vehicles that are an antique whether they are a car, scooter, truck or bus. It also means however that we appreciate any make, model or type. I didn't know what to expect when I started to spend a lot of my time in Europe, specifically France, and I sure haven't been disappointed. It may be hard to believe but there has not been a single trip where I have not had the chance to see at least one antique vehicle. It is really pretty cool! There may be better, more articulate words, but regardless, it is cool!

The biggest surprise wasn't seeing antique cars made by European makers, but the number of American cars that are in existence. In addition there are great museums, car rallies, shows and expo's for new cars. The love of the automobile (or any other wheeled vehicle) supersedes language, culture and countries. Who would have thought that in one single day I would see a Corvette and a Mustang – in France, and then a Harley Davidson soon after? That doesn't mean that the European set of wheels isn't fantastic. I have enjoyed looking at the newest Peugeot, Mercedes, Citroen, BMW and who can forget the Smart Car!

Enjoy the pictures, recognize the common love of a hobby and ask the next time you see me ~ what's it like to drive in Paris, take a trip on the Autobahn and go to Le Mans (planned for next year!). If you can't find me, my husband has some exciting stories himself. Don't forget to ask what car he wants to buy next and bring back to the US! Isn't it great to have a love that is shared around the world? I hope you enjoy these pictures as much as I have enjoyed sharing them with you and writing this article somewhere over the Atlantic. In the meantime I have more cars to go see.



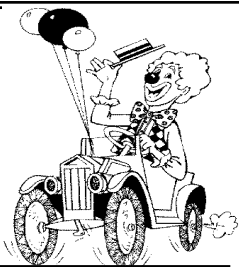
A DeSoto in Oslo, Norway



Giverny, France

.....

The Humor Section



A Humorous Stock Report

If you get nervous checking to see what the stock market is doing each day, here is a humorous stock report: Helium was up; Feathers were down; Paper was stationary; Knives were up sharply; Cows steered into a bull market; Pencils lost a few points; Elevators rose, while escalators continued their slow decline; Mining equipment hit rock bottom; Diapers remained unchanged; Balloon prices were inflated and Charmin Tissue touched a new bottom.

.....

My young grandson called the other day to wish me Happy Birthday. He asked me how old I was, and I told him, "60." He was quiet for a moment, and then he asked, "Did you start at 1?"

.....

A little girl was diligently pounding away on her grandfather's word processor. She told him she was writing a story. "What's it about?" he asked. "I don't know," she replied. "I can't read."

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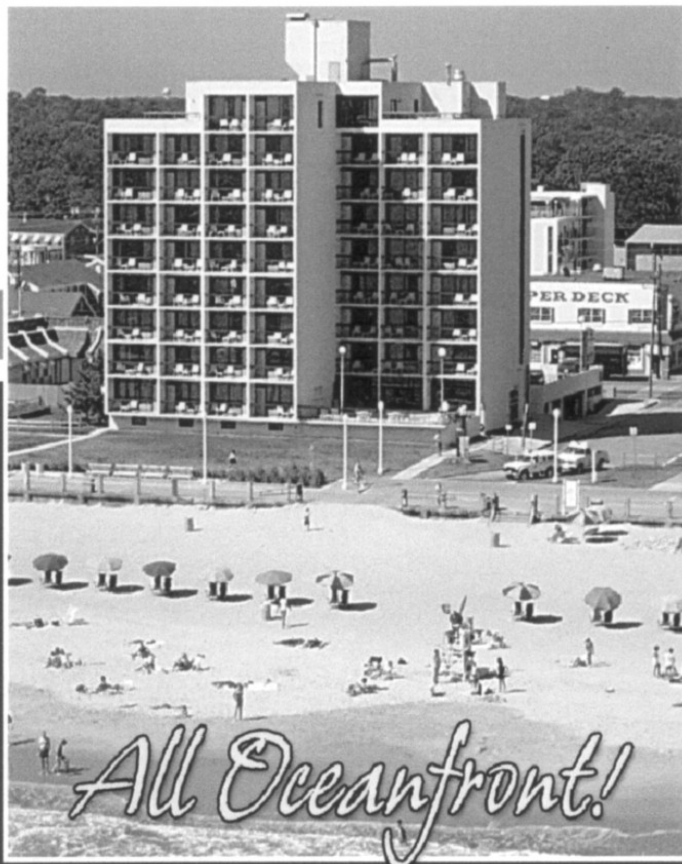
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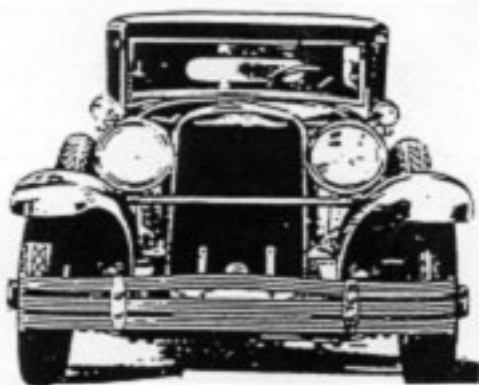
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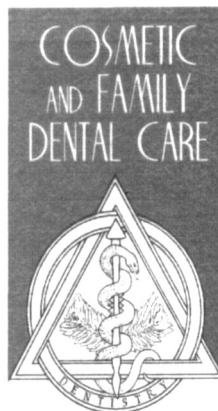
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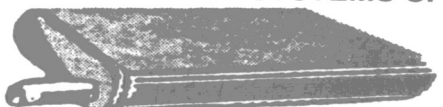
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