

**Your July 2008 issue of The Sparkplug follows this page  
There are 12 pages in the newsletter including this calendar.**

## 2008 Dates to Remember

### July 24 Monthly meeting at clubhouse— 7:00 PM

- July 26 Biloxi, MS Car Show Judging Seminar 11 am—1:30 pm in Edgewater Mall Community Room and West parking lot. Everyone welcome, you can earn a Certificate of Training. Sponsored by Bee Line Auto Appraisals & Gulf Coast Motor Sports. Info—Larry Burdeshaw (228)392-4374
- August 23 Pascagoula, MS 2nd Annual Classic Car Show at Beach Park—Registration 8 am—11:30 pm; judging starts at noon. Top 50 Awards presentation at 3 pm Dash plaques to first 100, food/drink Available. Reg fee \$20 until 8/15/08 and \$25 Day of Show. Info: Betty (228)935-4417
- August 28 Monthly meeting at clubhouse August 28th—any additional details in August newsletter.
- September 27 Keesler AFB, MS 5th Annual Cruisin' Keesler Open Show at Marina Park on Keesler Air Force Base. The time will be from 9am to 4pm. Judging at noon; awards Ceremony at 3pm. Dash Plaques, top 25 Awards Best of Show/Engine /Paint /Interior/GM/Ford/Mopar/Bike/Street Rod/Peoples Choice Trophy Vendors Great Oldies Music and Cash Prizes . Entry Fee is \$15.00 and includes a free T shirt before September 1, 2 008 or \$20.00 including a free T shirt after September 1, 2008. For more information call (228) 377-3160 or (228) 596-5158.

### FOR SALE

1967 Ford Thunderbird 4-door Landau, green with black naugahyde top. Good engine, needs tune-up, good upholstery & carpet, automatic transmission, power steering and windows. Sequential taillights, S-bar trim. Garage kept.  
\$8.500 Bill Cox (251)666-7560 after 1 PM





# The Sparkplug



Deep South Region A.A.C.A. Newsletter Vol. 42 No. 7 July 2008

## DSR entertains visiting clergy

By Paul Dagenais

On July 7<sup>th</sup>, the DSR put on a display for attendees of the 35<sup>th</sup> annual International Conference of Police Chaplains. The group gathered on the east side of the Government Plaza around 5:15 p.m. with Jim Henderson and Patt Paquet working to get the cars parked to show off their beauty and uniqueness.

While there was a nice variety in the 16 vehicles present, they were predominantly from the 1950s. A club member who was admiring the cars commented that if anyone really wanted to rate cars for safety and drivability, they should drive a 1950s era car. That would let them know what it was like to drive a "0". Regardless, they sure were pretty. The only marring aspect of the display was the county-owned gray Crown Victoria that someone had left parked in our designated area. It was sandwiched between a baby-blue Mustang convertible and a 1929 Ford Model A sedan. It never did get moved.



As club members got settled into folding chairs along side the cars and across from a very earnestly watched pair of extremely large and incredibly productive BBQ grills, it was noted

we were sitting under a sign indicating parking for the mental health unit. All took this in stride as we are a group of people who are...ah...obsessed with old cars. Fortunately a set of car keys is usually enough to placate us.

Around 6 o'clock, we heard a jazz band coming from Church Street. They led the large group of chaplains and their families between the two rows of cars and into the building. Obviously, they



were more interested in the BBQ chicken and boiled shrimp as the cars received only marginal glances. One exception was a group of mostly Mobile policemen who chatted with the Whites about their yellow Corvette. As the evening was pleasant, we all sat and conversed while the horde slowly funneled into the building to eat.

As the crowd began to clear, Jim Henderson herded us into line. As many of us were wearing our red club shirts, we were acknowledged and received many compliments about our willingness to bring out the cars and about the cars themselves. Perhaps they were noticing more than their empty stomachs on the way in? Many more people were looking at the cars as they were exiting and we were entering the building.

While we were in line, two things of note occurred. First, one of the organizers approached us to say they were out of chicken and asked if shrimp would be alright. The gentleman said they had anticipated having enough to feed "the help" as well as the guests, but they were running low. The red-shirted help assured him that the DSR members were champion eaters and would choke down the shrimp with gusto. It turned out that we, the helpers, did have a chicken option. **(It should be noted here that John and Dolly Pendergrass, along with their daughter, Judy, gave up dinner at their Somerby retirement center's dining room to join us for the display. The first Monday of each month, the dinner meal is filet mignon, salad, potato and a selection of wines.)** Secondly, as we were just exiting the food line, one of the chaplains gave the blessing. This appeared odd as most were finished eating and many had already left the building. Perhaps after seeing us, the chaplain thought we might need some special help. No matter, I believe we all enjoyed our meal and continued talking amongst ourselves. It should be noted we all expressed concern for Lambert and Reecie Mims, wishing them well, and were also relieved to hear that Don Dillehay was on the mend following surgery.

(Continued on Page 3)



## From the President's desk...

Greetings from Room 152 at Cogburn's Health & Rehabilitation Facility I was hoping by the time the newsletter "went to press" I would be back and just down the hall from Reecie in Room 168. I am glad to have made some progress this past week.

I regret the Mims family has been hit with a double "whammy" this year and that I have not been able to perform my duties as I am accustomed to doing. I appreciate the officers and club members stepping up to pick up the slack. Because of your efforts, the club is in good condition. I want you all to know how appreciative I am of that fact.

Patt and I discussed a plan to help our members or immediate relatives of members who are teachers that are being hit hard this year with budget restraints. Today's children really need an education and if we, as a club, can help that happen, then good for us.

Now, there is another need that has to be met. Our good member and Activities Coordinator, Don Dillehay, has been "whammied", too. He will in restoration for another few weeks and we need someone to volunteer to take over his duties of scheduling any activities and that of keeping our history book up to date. If you would be willing to assume either of these jobs, he and I would be grateful. It is expecting too much of Patt to fill three positions. I know I can count on two of you to raise your hand when it comes up at the July 24<sup>th</sup> meeting.

Just one more thing. Our Chaplain, Dale McLaney has had to resign due to family problems. (Looks as if we're falling apart, doesn't it?) If there is someone who would be willing to fill in for the rest of the year, it would surely be appreciated. This post involves nothing more than offering of the Invocation at the monthly meetings and saying Grace prior to any meals we might have.

I hope to be back with you soon and until then, thanks for your thoughts and prayers for both Reecie and myself as well as Don.

*Lambert Mims*



## 2008 Officers

President: Lambert Mims.....(w)(251)433-0141  
 (H) 479-2523  
 Vice President: Patt Paquet....." 661-4009  
 Secretary: Cathy Goren....." 633-8171  
 Treasurer: Tracy Metclaf....." 433-0270  
 Activities: Don Dillehay....." 602-0998  
 Editor: Buddy Paquet....." 661-4009  
 Member-at-Large: Walt Fuller....." 602-1931

## Volunteers/Appointees

Chaplain: Dale McLaney....." 479-0823  
 Historian: Don Dillehay....." 602-0998  
 Webmaster: Herb Thoms....." 633-0777  
 Telephone Chair: Martha Fuller....." 602-1931  
 Refreshment Coordinators: John & Debbie Bright  
 " 344-1952

The *Sparkplug* is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:00 PM in the clubhouse located at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$15.00; AACA national dues are \$35.00. *Ownership of Antique a vehicle is not a requirement for membership.*

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 share this  
 newsletter with  
 a friend.**





Chaplain's Conference

After eating, we returned to the cars to find numerous admirers and a serving of Patt's marvelous oatmeal cookies with hardly anyone refusing seconds. Dusk was falling as we all left for home with the car windows down to enjoy the beautiful evening.



Participating members were L. Crowdus, P. Dagenais, 2 Dylewskis, 2 Glenns, 2 Gorens, E. Grimes, J. Henderson, 2 Houks, T. Metclaf, 2 Paquets, 3 Pendergrasses, 2 Smiths and 2 Whites with a total of 16 vehicles.

More pictures can be viewed on the DSR website and also in our club scrapbook.



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Just make mine a "Mobile"

Built in Tarrytown, NY from 1901 to 1903, the sale between the Stanley twins (of Stanley Steamer renown) and one Amzi Lorenzo Barber was negotiated by John Brisben Walker, editor and publisher of the *Cosmopolitan* magazine, an automotive enthusiast and sponsor of the Cosmopolitan Race of 1896.

An ordinary Mobile, just out of the factory stockroom, was driven by a Mr. Frank Lambkin of Norwalk, Ohio from Kingland Point (Tarry-town-on-the-Hudson) in New York to Chicago without breakage, interruption or perceptible wear and tear of any kind. This same Mobile, after being driven over 4,000 miles was sold by Mr. Lambkin for the full price of a new Mobile said the company in 1901.

Another Mobile had steamed its way from Colorado Springs, Colorado to the timberline of Pike's Peak, an upward drive of 25 miles and 10,000 feet above sea level, over a practically abandoned wagon trail.

A Mobile took the Vanderbilt Cup in racing in September 1900 said the auto maker. Owners noted that 60 miles travel in one day was not uncommon and that the machine "can be operated successfully by any person, man or woman, who will familiarize themselves with it".

By the end of 1903, 600 Mobiles had been built. The car must have had merit in that John J. Astor and steel king Charles Schwab were owners as were Mr. Fleischmann and Mr. Otis of yeast and elevators fame. Another endorsement of the Mobile auto was around 1903, Virginia Earle, starring in the *Belle of Bohemia* on Broadway, sang one of the earliest American motoring songs, "My Mobile Gal".



1901 Mobile automobile

## Young boys' toys keep *old* boys young

By Buddy Paquet

Do you remember your first car? No, not the one that you might have received as a gift or (more likely) the one that you bought with some hard-earned cash? That's not the one I am referring to either. Nor is it the little wood or metal one that you pushed with your hand across the floor.

The one I have in mind is the one you actually sat in and pedaled furiously up and down the driveway or in some cases perhaps a sandy road.

Picture speaks for itself



A few of you may have memories of getting some type of pedal car when you were very young, probably around 3 years of age. This could mean anywhere from the 1930s up to the mid-1940s. However, having polled a large number of our club's members, that number would be small. Most are like me; at that time in our lives, there just wasn't enough money for those kinds of toys.

No matter what point in history you look at, you will find kids love to play. Frequently, they will imitate adults; girls baking cakes or playing with dolls and boys being policemen, firemen or office workers.

1939 Hupmobile pedal car



A pedal car is a "quadracycle" and the Mochet Velocar seems to be the earliest example. Although originally designed for adult transportation, the popularization of motorized vehicles resulted in the foot-powered vehicle turning into something else.



Packard 6 of undetermined year

Pedal cars for children actually came into being around the 1890s when wheeled toys became a fad for children and most were modeled after the actual cars on the roads. But at that time their cost made them something for only the wealthy. Those not so fortunate were relegated to homemade rides. Bicycles were a popular plaything for children although they were considered a utility for adults.



A vintage racer pedal car

It wasn't long after Henry Ford began building the Model T that the pedal car as we know them today soon followed. This wonderful mode of transportation for the (Continued on Page 5)



## Pedal cars



**This jeep pedal car appears to have been well enjoyed**

younger set reached a peak between the late 1920s and early 1930s. There were no pedal cars made in the mid-1940s due the metal being directed to the war effort. But this couldn't stop the children from playing. The cars they had were turned into jeeps, tanks, tractors and airplanes thanks to lots of cardboard boxes and paint from the family garage. Again, emulating what their parents were doing.



**T-Bird of unknown vintage**

With the war over and the post-war prosperity running into the 1950s, several toy companies recognized there was a huge market for the pedal cars and began "re-tooling" to go back to producing them. The bodies were hammered out of sheet metal and wood was used for the chassis. De-signed in many different models and colors, they were equipped with wood rounds covered with hard rubber tires. Later on, keeping up with the trend, the makers added working lights and horns, moveable windshields, chrome detailing under the hood, that came with the requisite hood

ornament and a lightweight radiator. For the child that seemed to be mechanically inclined, there were tool boxes with miniature tools imitating the real ones.

As in the real automotive world, there were top-of-the-line pedal cars. Convertibles for one instance and those sophisticated enough to have real leather upholstery and working turn signals! The manufacturers knew a goldmine when they saw one and began building other pedal products; pedal planes (remember the Red Baron and Fantasy Flyer?), pedal trucks and pedal trains right on to die cast models.



**1955 Chevy Pedal Car**

When the 1960s arrived, the availability of plastic and new safety standards for toys brought to an end the metal pedal car production. Then in the 1970s a plastic car was introduced causing the traditional steel models to fade out of existence. Although the pedal cars continued to be manufactured in plastic, they no longer captured the artistic aura of adult automobiles. It has been said that the pedal car era began almost as soon as the world embraced the automobile and ended when metal toys gave way to plastic.

Today, as in the past, the pleasure of buying a pedal product is that they have a fabulous build-quality that can't compare to the plastic models. Durability, thanks to being constructed with pure steel, beautiful style and detail are what keeps those who have an emotional attachment to these pedal toys keep searching for just the right one, especially for the collector. Today, pedal cars come in both metal and plastic and might just as easily have a toy cell phone as a toy oil can, but the fun remains the same. And the joy of the hunt. But the *old boys* still want the *original old toys*!!

## Ross Miller ruined me

By Mike Smith

**Ed. Note:** There are so many good articles in the newsletters I receive through the AACA newsletter exchange, I just have to share one with you now and then. This one is from the Central Alabama Region AACA's September 2007 issue of the *Flat Tire News* edited by John & Faye Gieske. I hope you enjoy it as much as I did.

I **LOVE** spray can paint! I have used it since I bought my first car in 1955, at age 15. I wanted a 1949 Cadillac Sedanette that had been traded to the local Hudson dealer; second choice was a 1948 one-owner Ford V-8 coupe that a lady up the street was selling to buy a new car. My dad nixed both of these – he thought a 6-cylinder Chevrolet was more reliable, cheaper to repair and didn't go as fast as either of my first two choices. There was quite a bit of turmoil in our house over this but I could see that Dad wasn't about to back down. As luck would have it, one of my colleagues at the grocery store where I worked was trading a '46 Chevy 4-door sedan on a '53 Buick. The car was in good mechanical condition but it was a two-tone green with woodgrain paint on the dash and garnish moldings; definitely an "old man's" car. However, by now it was clear that I had a choice between this car and no car at all, so the Chevy ended up in our driveway.

I was out of school for the summer, working, but with some spare time to spend on my first chariot. In small Kansas towns in those days, the major source for affordable accessories for teens were either the local Western Auto store or mail-order from J. C. Whitney. Since the knee-action shocks were completely worn out, my first purchase was a tublar shock conversion kit from JCW.

Once the front end was gotten under control, I turned my attention to the Chevy's appearance. What I had in mind was changing the outside color to black with a compatible solid color for the interior dash and garnish moldings. I couldn't afford exterior paint right then, so --- I was off to Chapman's Western Auto to buy a brush and a can of paint for the interior makeover. Once there, I discovered a marvelous invention: they had beautiful red paint in spray cans – no messy brush to clean or brush marks in the final product – all you had to do at the end of a paint session was turn the can

upside down and give it a couple of squirts and you were ready for the next time.

I purchased all the red spray cans in stock, some sand paper and a roll of masking tape. I was off to begin the journey of transforming the Chevy. I was to quickly learn what a lot of work it is to mask off the inside of a car to paint (Maybe a few brush marks wouldn't have been so bad.), Anyway, after a resupply of red paint (it took more than I realized) and a few days work, the interior was really RED. Actually, my painting was fairly good - only a couple of runs - especially considering this was my first experience with such a project. After this success, it crossed my mind that one could paint the exterior of a car if one had enough spray cans. Luckily, a friend of the family had connections with a local body shop who eventually changed the exterior to black for me.

The experience mentioned above happened 52 years ago, and spray can paint and I have been friends ever since. Many cars have come and gone since the '46 Chevy and I don't believe a single one has left my ownership without being graced with some spray can paint. I have painted interior metal and plastic trim, vinyl seat covers and door panels, engine compartment components, fender wells, rims, trunks and refinished hood and trunk emblems with this wonderful stuff.

		<b>Bobby Peterson</b>
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**Note: There are five, count 'em, five Thursdays in this month. The meeting is the FOURTH Thursday of each month. This month it is July 24<sup>th</sup>. Don't miss it!**

## How about a luxury pedal car for your collection?

By Buddy Paquet

Long before one to two cars in every garage became the standard in America, children copied adults in the love and admiration for vehicles with wheels. Those toys became highly collectible. Today, they are being built as replicas of what you see on streets in any city or town across our country.



The pedal cars being built today are top of the line with exquisite detail and styling plus durability. Perhaps in years to come, they will also become collectors' items.

You can get these new models built from heavy gauge steel or tough polyethylene finished in lead-free powder coat for a durable finish and glossy paint.



Almost anything you want is possible to get on one of these upscale vehicles; chrome wire wheels, padded seats, chrome grills, wing mirrors and wood-effect steering wheels. What about

sealed wheel bearing systems, running boards, air horns, chrome hub caps, and in some cases, fold down windshields. Last, but not least, spare tires



mounted on a tailgate, depending on the model, some with flared wheel arches 5-position pedal adjustments to suit the child, mud guards working headlights and right on to the

authentic car badges and stickers. For a smooth ride, most come with Duralast rubber tires. And finally, just like the real cars of today, a six months parts warranty! (Oops, maybe I shouldn't have said that.)

If you haven't read the AACA forum lately, you may not know that there is some pedal car building going on that will knock your socks off. Our hardworking Executive Director did some executive-type thinking and came up with a great idea to benefit our organization. You will be able to see the cars themselves at the RM Auction during the fall meet at the Hershey Lodge. Naturally admission is subject to whatever RM's arrangements will be for this year.

The AACA Library & Research Center along with the club and the AACA Museum will have an unprecedented auction of custom designed pedal cars during RM's auction on Friday night during the fall meet in Hershey. This is no small deal!

Twelve of the finest craftsman, restoration shops and designers in the US have taken a Champion comet pedal car and have transformed it into their vision. I am attaching a picture of one in progress. I am sure you will all figure out what it is going to be! However, others are building a Cadillac, Oldsmobile Fiesta, Jaguar, Duesenberg, street rod, French styled "Pebble Beach" type, etc.

The investment that these great, great folks are making in this project is nothing short of unreal. All the proceeds will go the 3 AACA entities!! The pedal cars will be featured in RM's catalog along with our website and numerous publications.

According to Steve, the interesting thing is that there was NO arm twisting of these people. They all did it to support us and seemingly are having fun doing it to support the club. The 12 participants are:

- Advance Auto Technologies
- General Motors
- Dales Enterprises
- Posies Special Interest Vehicles
- Antique Auto Shop
- Al Pruiett & Sons
- Paintworks
- Hill's Automotive
- Automotive Restoration
- Fran Roxas
- D & D Classic Automobile Restorations
- and the world famous Westly Peterson Coachworks



**Some examples of what can come out of the craftsman's hands. I hope that some of you get to go to the auction, if not to bid, at least to see the results firsthand.**





**From the Editor...**

I must admit it was having seen the thread on the AACA website about pedal cars that got me to thinking about those wonderful toys with wheels. I decided to query our membership to see if they, as children, fared better than I did in the three to about five or six age bracket and hopefully, get a few short stories. Although a number replied they remembered getting the cars for their children, it appears most of us had parents who just could not afford such expensive gifts.

However, the query did jog some recollections that are certainly worth sharing. Thanks, Ed McCusker and Ross Sloan, for sharing.

**A woman with a car  
Ross Sloan**

This little story comes from one of Hal Roche's *Little Rascals* segments in probably the late '30s. The gang was out playing in a lot when a moving truck drove by and one of the gang said "Let's see who's moving in!", so they follow the truck down the street to a nice little bungalow-style home where it stops and the driver and helper get out to unload furniture. As they were opening the rear doors to unload the truck, out steps Darla from the cab to go into her new home. (I believe Darla came on the scene about 1936-37 but that estimate is eligible for correction.) With the gang spying from behind a bush, Alfafa says "I am in love". Some of the furniture gets unloaded, such as a sofa and a chair. Next came the coup de gras. A two-seater fire engine pedal car with rather small ladders and then Spanky says "I AM IN LOVE! A WOMAN AND A CAR!". I can only imagine this was the introduction of Darla to the last 30 or so segments of the series and I hope this brings back fond memories to the Sparkplug's readership.

**It wasn't a pedal car but it had four wheels  
By Ed McCusker**

I did not have a pedal car but I did have an army green wagon. An older boy that lived on the same block as we did stopped by one day pulling this wagon which was way too small for him to ride in. The original color was red but because it had started to rust, he had decided to paint it. HE was given the wagon when he was younger and wanted to sell it for \$1.00

Now way back in 1943 when I was five years old, that was a fair amount of money but well worth it for this nice wagon that had a fresh coat of paint. My mother bought it for me but little did she know what was to come of this purchase.

About two weeks later I had gone with my mother to the local store and of course I had my trusty wagon with me. On our return home we met a woman who inquired about my wagon. She said that a similar wagon she had recently purchased for her grandson was stolen about three weeks before. My Mom told her where and from whom she purchased the wagon and the story he had told her. The woman had a frown on her face and said she would talk to the boy who she knew well.

After a week went by my mother started to feel that she had been lied to and offered to return the wagon to the woman who had purchased it for her grandson. The woman, by this time, had purchased a new wagon but that she really appreciated the offer. My mother said she would pay her for the new wagon but the woman refused the money and again said how much she appreciated my mother's offer.

Needless to say, my mother never looked at or spoke to the painter of the wagon again. Come to think of it, none of the family did either. My mother was from Ireland and when someone lied to her, she never forgot it.

I had that wagon for about to years and rode it everywhere that was my world at the time.

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**Condolences**

DSR members would like to extend our sincere sympathy to Charlie and Robbie Lyles on the death of his brother, Carl Lee Lyles, a resident of Bay Minette, Alabama on May 30<sup>th</sup>. A donation has been made to the American Heart Association, Baldwin County Unit in his memory.

## Let charity begin at home

By Patt Paquet

DSR has been very fortunate the first half of 2008 having had a very successful car show as well as a “windfall” for participating in a City event. For those who don’t get to attend as many meetings as they would like, we are in sound financial condition.

In view of this, after having discussed the following idea with our President, I plan to introduce a motion at the July 24<sup>th</sup> meeting to help a few and in the long run, hopefully, help many.

You may, or may not, know that we have two members who are teachers and one teacher who is the daughter of members. If you turn on a radio, the TV or pick up a newspaper, you cannot be unaware of the plight of teachers today in Mobile. I sent E-mails to all three asking them for a “wish list” that would allow them to be more productive and in turn help their students be better learners. Their replies which follow speak for themselves.

**Cathy Goren:** *I teach at Scarbrough Middle School which is off Forest Hill not far from the clubhouse. I have been to workshops in the past few weeks and most of us have been told that due to personnel changes and budget cuts, we will have many more students than last year. This means I will have a bigger student load with a cutback in supply money. I teach Earth Science and desperately need some Discovery Chanel-type DVDs to show my students on space, volcanoes and earthquakes. I have asked the librarian for these for the past five years and am still waiting. I would estimate the cost would run from \$25-35 or maybe \$50 or so for a set. These are things I can use over and over again for years to come.*

**MaryElla Crowell:** *I teach at Mobile Christian School and although it is a private school, we’ve never had any allowance for the teacher’s rooms. We get the basics but anything else has to be gotten through workshops or my own pocket. I won the PTA prize of \$25 a couple of times which came in handy. This fall, I will be teaching Geometry again for the first time in about 10 years and the person to whom I lent my manipulatives is no longer at MCS and my things were dispersed. What I desperately need is a classroom set (30) of protractors, a classroom set (30) of 6-inch rulers, a classroom set (30) of compasses, 15 Geometry templates, 500 “Connect Cubes, overhead projector “Angle Legs” 500 pattern blocks and math posters. This will run about \$190 including tax.*

**Laurie (Martin [Jim]) Shearer:** *A wish list is a dream coming true for me. I am the last music teacher hired that gets to stay for the 2008-08 school year. There is NO allocations monies designated for me from the school board. I teach in Bayou La Batre three days a week and will be at a City school the other two days. There are two things I would love to have. The first is a keyboard that connects to my computer so I can play music into the computer, save it and create an accompaniment disc for the children’s performances which would allow me to direct the students rather than trying to ac-company them on the piano or finding someone to do so. It’s called Oxygen 69 and sells for \$169.*

*The other is an item the students would benefit greatly from is a music software called Music Ace Maestro which sells for \$89.95. This software includes several interactive games students can play to reinforce the lesson I present. It allows them hands on experience and will enable me to encourage self-control and good behavior in the students through a rewards program.*

It is obvious these three individuals need help in order to do their best jobs. I will entertain a motion of a contribution of \$100 each and hopefully someone will bump that up a buck or two. However, I ask that motions to increase the donations do not come from their family members. I feel sure there will be sufficient activity from other members to take care of it. And thanks for your consideration of the idea and your fellow teacher members.

### Surprise!

Last month as we were coming down Zeigler Blvd. from University to the clubhouse for the meeting, we saw a fire truck and a police car on Zeigler just west of the clubhouse. As we got closer, we saw a pickup truck up over the curb and then when we were even with the fire truck, we saw another pickup truck up the hill in the trees. Seems the fellow driving the truck that was in the trees, fell asleep, jumped the curb, and went air born before hitting one of the pine trees which sustained little to no damage but the truck had to be hauled away on a roll-back. Shortly after, George Young, our guest arrived in his late model tricked-out Mustang which we all schlepped out to look over. The meeting, although business was carried out, seemed to keep most of the members laughing throughout. Come to the July 24<sup>th</sup> and let’s see if we can have more fun.



## DSR members celebrate July 4, 2008

This year the holiday was a three-day weekend for most and DSR members, like everyone else, enjoyed the freedom to spend it as they chose because of our liberty to do so.

It was just another wonderful day at the **White House** where **Richard and Sylvia** lined the porch with the six Flags over Mobile, including the Confederate States flag (and yes, it did look like the United Nations was holding a meeting there). Then they decided to display their 14' x 20' flag between two flagpoles on the sundeck. They worked hard all day and as evening came, it was time for a refreshing dip in the (Sam's special) concrete pond while ribs smoked on the grill. Did you know a wine glass will float? They said they thank God every day for being born in this great country and for all those who fought, and continue to fight, to keep us safe.

**John and Dolly Pendergrass** spent the day with her brother and enjoyed some good Baldwin county food.

**Lycyle Crowdus's** great nephew made one of Mississippi's All-Star baseball teams. This holiday weekend would be the first time for her to see him play. Can you believe they lost the game she attended? However, the team came back and won all their games afterward. Yea!

**Clyde and Janet Smith** used the Fourth to take a day trip via the Dauphin Island ferry, landing at Gulf Shores, doing some exploring, shopping, eating and enjoying a leisurely late afternoon drive home, taking the long way.

**Paul Dagenais and Tracy Metclaf** spent the day with a friend and her son who manned the grill while the three "seniors" frolicked in the pool before answering the chow call. HA!

**Herb and Nancy Thoms** enjoyed a neighborhood picnic, complete with a thunder/rain storm that almost washed the event out but everyone hung in and watched fireworks that evening.

The **Suttle** family used the long week for a beach get-away but where we don't know. Hope they had fun.

**Jerry Finley** said it was just another day for him but a little bird knows he's a Veteran who will be celebrating his 80-something birthday next month and at that age, every day is something special!

**Kevin and MaryElla Crowell** celebrated in a very special way. They attended their oldest son's wedding in a town near Boston, MA. Congratulations!

The **McCuskers** decorated their porch and fence with flags and bunting and red, white and blue wreaths. After all that work, they got together with others in their subdivision for a early evening potluck dinner and fireworks. Ed wondered "*why so few people fly the flag now. After 9-11, almost every house, shop, business, etc. had one out but today, not so many. Why not?*"

**Garrette and Frieda Dylewski** spent a romantic evening "down on the Bay" (they have a secret spot at the end of one of the runways at Brookley) watching the fireworks of Mobile, the Battleship and Fairhope. Now that's the way to chill out.

**Bob & Linda Gechjian** had both of their sons and families at their home on Dauphin Island for the weekend. They ate, visited, ate, played, ate, swam, ate, went boating, ate....well, you get the picture.

The **Houks'** original plans were to do nothing but as things sometimes do, those plans went awry. Keith helped a neighbor re-pipe his 75' water well then went with his son to cut grass on his place near the Bay but finally, he and Yvonne kicked back on the newly mown grass after a nice meal grilled by said son to watch fireworks being pyrotechnied from both sides of the Bay.

Traditions have to be broken sometime and unfortunately, this was the year for **Buddy and Anne Givens**. For the past eight or so years, they've gotten a suite with rooms on either side at the Riverview. They decorate it for the holiday; bring in a big meal, invite their family and friends to join them for dinner and watching the fireworks. Then have cut the big Nation's birthday cake. Sadly, neither of them were up to all the preparations this year so they spent the holiday quietly at home.

The **Paquets** did house and yard work/chores early then whiled away the rest of the day bowling a few games.

**George & Jean Jackson** are up in North Carolina (56<sup>0</sup> in Asheville Wednesday night) but before they left they celebrated with a family reunion (Now we know why they left – they had to recuperate!) with relatives and children plus grandchildren from both George and Jean's families. They plan to be back in Grand Bay in time to attend the July meeting but will be on the road again soon after, heading for Missouri, then back to NC before going on a cruise. WOW!



## Deep South Region AACA General Membership Meeting June 26, 2008

The meeting was called to order at 7:10 P.M by the Vice President. In the absence of our Chaplain, John Pendergrass gave the invocation. The Pledge of Allegiance followed and VP Patt Paquet welcomed guest George Young.

**Old Business:** Our President, Lambert Mims, was absent due to health problems. The Vice President had no old business. **Secretary** Cathy Goren made a motion to approve the May minutes. The motion was seconded by Herb Thoms and approved by the membership. Neither the Treasurer nor the Editor had any old business. The DSR **Webmaster**, Herb Thoms, reminded members to go to the Hagerty's website and vote for our club's entry in the model car contest. He also noted that we are the only AACA club with a contestant entered. We have until the end of the month to vote. Our Activities Coordinator, Don Dillehay, was absent due to having undergone colon surgery earlier in the day. **Member-at-Large** Walt Fuller was out of town but in his place, Patt Paquet announced that the City of Mobile Celebration Parade was very hot and not very well organized. Many cars overheated and got hit with throws. Our club did receive a **VERY** generous donation for our participation.

**New Business:** The Vice President and Secretary had no new business. **Treasurer** Tracy Metclaf presented copies of the June financial statement and advised that the club and Friends of the Mobile Animal Shelter will each get about \$2,000 each from the May show. Tracy made a motion to accept the report as presented; it was seconded by Jim Henderson and approved by the membership. The **Editor** display his new Black & Decker Auto Wrench and passed it around for those so inclined to try out. Jim Henderson told us he had a request for a display on Monday evening July 7<sup>th</sup>, for the attendees of the International Police Chaplain's Conference being held in Mobile. A free meal will be provided to those bringing cars. Buddy Paquet moved to make this an official club activity, John Pendergrass seconded and the motion was approved by the membership. A sign up sheet was passed around. Herb Thoms, **Webmaster**, said he needed submission for his Car of the Month on the DSR website. Steve Goren took care of the 50/50 pot ticket sales and the winner was Charlie Lyles.

Paul Dagenais made the motion to adjourn, seconded by John Pendergrass, motion approved, adjourned at 8:00 pm.

Cathy Goren, Secretary



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