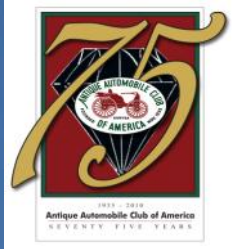


# TIDEWATER Antique Automobile Club of America REGION



VOLUME 54 NO.7 AUGUST 2010  
*A Master Editor Award Winning Publication*



## Frank Lagana's 1963 Cushman Highlander





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**BOOKMARK OUR WEB SITE OR PUT IN YOUR FAVORITES: [www.aaca.org/tidewater](http://www.aaca.org/tidewater)**



**President  
Linda's  
Message**

*Linda at the distillery in Kentucky. She definitely liked the bourbon balls better than the bourbon.*

The Saltwater to Firewater tour was fabulous! We had such a great time, and I hope you followed our travels on the website. The Tidewater Region made our way to Louisville in style, and picked up members from other regions as we made our way west. There were some car troubles along the way, but that just added to the adventure. We were well represented in Louisville as we celebrated the 75<sup>th</sup> Anniversary. One just has to love an indoor show! The temperature was perfect and no sunburn. There were almost 700 vehicles. What an awesome sight! The time line of vehicles was very interesting and it was amazing to see the changes as they developed from year to year. The Tidewater Spirit was in full force and we all came back with more stories to tell.

The Kart Racing was a fun filled day. I have had several requests for a repeat in the fall when things cool off. I hope to see more of you at the track.

The weather has been a little brutal, but I am hoping for blue skies and cooler weather for the Annual Show in August. Please call Sam Kern to volunteer to help. The Friday night social will be a lot of fun with some surprise entertainment. See you there!

The Fall Tour is scheduled for the 22<sup>nd</sup> to the 24<sup>th</sup> of October, with Bob Pellerin and Dan Ciccone busy with planning. This year the tour will take us to Richmond, and it will be a three-day event, but will be close enough to join in on Saturday. There will be more information coming soon.

It is not too soon to mark your calendar for the Holiday Party December 4<sup>th</sup>. Time is flying by and it will be here before you know it. I look forward to seeing you on the back roads of Virginia!

Words of Wisdom: Doing nothing is the most tiresome job in the world, because you can't stop and rest... anonymous



# Announcements

## WELCOME NEW MEMBERS

**Joe & Charline Geib**  
**3411 Misty Dawn Ct., Virginia Beach, VA 23456**  
**757-721-6523 [twogeibs@juno.com](mailto:twogeibs@juno.com)**

## VOLUNTEER NOW FOR THE TRAACA MEET

## FALL TOUR & CHILI COOK OFF DATES SWITCHED

**FALL TOUR - OCT. 23 - 24**

**CHILI COOKOFF - NOV. 13**

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# 1963 Cushman Highlander

Or How I Wound Up on Two Wheels Instead of Three

By Frank Lagana

I started out trying to buy a Motorette from Ken Talley. Well, I tried to buy it, but it didn't work out. I have had two or three Cushmans over the years. My first car was a 1930 Model A Ford two-door. I went to the Auto Fair in NC looking for a Model A two-door sedan.

Well, I looked all over and could not find one at a reasonable price. I knew Hershey was coming up soon so I went to Hershey and did not find one there either. As I was walking up and down the rows, up on a flat bed truck this Cushman just jumped out in front of me. I talked to the owner and we could not come to terms. I told him to think about it and I gave him the space number. Well, about two hours later, he came down to Dan's space and we made a deal.

He went home that night and got the title. I checked out the title and it was a good one. I showed my purchase (the scooter) at the ODMA meet May 7<sup>th</sup> and got a Second Junior. End of story and I am sticking to it.



P.S. – On the way back from ODMA, the seat came off someplace between there and home. I do have another one coming for it.



*Above:  
Frank drives onto  
the field at the  
ODMA meet.*



*Left:  
Close up of wheel*



*Right:  
The one cylinder  
engine  
produces  
about 5 horse  
power to reach  
50 mph.*



## Editorial

By Neil Sugermeyer

This is an early start for the Mud Flap, but it will be late getting into the mail, as we are leaving 22 July for a few days in Vermont where it may be a few degrees cooler. This issue will go by email to CHJ for printing, and we'll pick it up and mail it Monday, 9 August when we get home. You should be reading it a day or two later.

Meanwhile, after Vermont, it's on over to Cazenovia, New York for the Franklin Trek starting 31 July. It's an annual event that Marty and I have attended for many years, and runs for a week from Cazenovia College. It also is a pretty laid back event – no judging, just try to bring your car, go on the tours, attend the tech sessions, congratulate and commiserate on the latest restorations or problems, and enjoy the family of Franklin folks who do the same as we do. Our Franklin is already strapped down in the trailer, and we're now down to the last minute packing. As for the lawn – oh well.....

Of course, we still have to get to Vermont, and that is a 625 mile trip that we now break into two days of driving. Years ago, we used to do this run in one day, driving, not trailering our 1930 Franklin Victoria with two kids and the dog plus all our stuff for two or three weeks of vacation. It seems like age has slowed us down a bit, but the air-conditioned pick-up and the trailer sure make it easier on both the people and the 1932 Franklin convertible. (The Victoria hasn't made the trip in quite a few years)

Every one who made the tour to Louisville had a great time—even the drivers of some General Motors gems, and you can also Ask the Man Who Owns One. We all owe a great round of applause to Ken Talley and cohorts for a superb job of planning, and to Dot Parrish for an outstanding tour book. Any time you want to stop by Woodford Reserve again, let me know!

August is a busy month for us, because as well as our trip north, when we get back, there will be just enough time to get ready to leave on the 13<sup>th</sup> for the AACA National meet in Blacksburg, and after that, help with the final details for our own local meet on August 28<sup>th</sup>. In between is the Khedive show on the 21<sup>st</sup>. Some where in there will be the laundry and the lawn! Anyone who thinks TRAACA folks don't do much should tag along. There's enough to keep anyone busy.

If you would like to see what is planned for the Trek go to:  
<http://www.franklincar.org/>

Then, click on **57th Annual Trek**. You'll wish you were there. You don't have to actually own a Franklin, just belong to the club and have an interest in air cooled cars.



### June 8, 2010 – TRAACA Board Meeting

By Scott Davies, Secretary

The board meeting was called to order at 6:03 pm at Priority Chevrolet. Members present were Linda Pellerin, President; Bob Stein, Vice-President; Scott Davies, Secretary; John Gancel, Treasurer; Board members Toni McChesney, Don Hobbs and Bill Wilcox. Also present were Marie Gancel and Bob and Dot Parrish. New member Stephen Spence was welcomed and introduced to the TRAACA Board.

The May minutes were read and a correction made to the members present. Minutes were approved as corrected. John Gancel gave the Treasurer's report and it was submitted for audit. Toni McChesney reported no one new on the "Sunshine" report.

#### COMMITTEE REPORTS

- Linda Pellerin advised everything for the Tour to Louisville going as planned.
- John Gancel provided a financial report for Louisville.
- Annual meet – advertising going well, everything is on track.
- Riley Best is soliciting "used" trophies to be rebuilt/recycled as special awards.
- June 11th, Hermitage Elementary School "Celebrate America" – Dot Parrish
- Poker run was indefinitely postponed.
- July 10<sup>th</sup>, Kart Racing at Lynnhaven needs publicity.
- July 24<sup>th</sup>, Technical Session at Dan Ciccone's shop in Portsmouth, details in the Mudflap.

#### UNFINISHED BUSINESS

- Richard Hall is still working on the preparations for the TRAACA Display Case at Hershey.
  - We are still looking for a new club trailer, a new chairperson is needed. Looking for a volunteer.
- Proposed National Show – Bob Parrish received available dates for 2014 from AACA.

#### NEW BUSINESS

CCCHR (Car Club Council of Hampton Roads) show. Sam Kern had a bad experience when he attempted to distribute TRAACA Annual Meet fliers. Motion was made to have Bob Stein, TRAACA VP, represent TRAACA and the Board of Directors to resolve the issue with the CCCHR. Motion seconded and carried.

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



## Miles with Meggie

(the MGBGT Terry and Susan Bond travel with)

### AACA Eastern Division Spring Meet Canandaigua, New York, June 3-5, 2010

(Photos by Pat Thorpe and Terry & Sue Bond)

The meet in Canandaigua New York was fabulous! Pat Thorpe, the meet chairman, had told us not to rent a car, we could use his truck during the meet. He would even pick us up at the airport. So we landed at Buffalo and he and a committee were there to greet us at the gate and said they had a blue and yellow van to take us to Canandaigua. Expecting an airport shuttle-type van,



we were astounded to see a 1949 Flexible Bus at the curb, complete with uniformed driver! Passers by gawked as we were escorted onto the bus and

pulled away in style! We had a delightful ride on the back roads of upstate New York, with club members telling us about the towns we went thru as the owner/driver, Bob Malley, took the bus up and down hills with the crash gearbox, and explained that the bus had been owned by the National Park Service and been used for sightseeing at Pike's Peak. The curved glass panels in the roof were unique and it had been beautifully restored. We stopped at a restaurant in Batavia that Bob frequents and had a great lunch, then they took us to The Inn on the Lake in Canandaigua, where a suite overlooking the lake had been reserved for us. Wow! Then it was back on the bus to Steamboat Landing to meet more members and pick up Pat's truck. Everywhere that bus went, it drew a crowd.

Bob Malley, Terry & Sue Bond  
with the 1949 Flexible Bus



The ice cream social that evening at Steamboat Landing was a great chance to meet more new people and get a great dessert, and attend a talk by an artist who has drawn most of the Watkins

Glen winning cars. Afterward we talked Pam and Steve Heald into giving us a tour of Wegman's grocery store, an upscale Farm Fresh that we don't have at home – Steve works for them. The beer selection was huge and made it hard to pick just one. Then we met a group of friends at MacGregor's pub and stayed way too late.

Curtis Museum



We had to be up and on the bus by 8:30 am Friday morning for the Curtiss Museum Tour. The ride through the countryside and along Keuka Lake was great – we love hills! The museum was at the south end and we saw lots of old motorcycles, boats and airplanes. There were cars too. The Model A truck was cute! We rode back on the other side of the lake, arriving in time for Terry to attend meetings after dropping us off at the hotel. We spent the afternoon on the balcony, watching boats go by. Susan did some drawing, but it was hard to concentrate, glad I didn't have to and could just enjoy the view.

That evening we went to the Finger Lakes Community College campus to have dinner on-stage at the CMAC Amphitheater. We felt like rock stars, looking out at all those seats and the lawn beyond, just like the amphitheater in Virginia Beach. The entertainment, "Paulsen, Baker and Garvey", set up onstage while we were still eating. Not real comfortable, we listeners migrated to the regular seating and the band turned around. The sound was great, especially the a cappella numbers. They were so good we stayed till the end, laughing and singing along. The rest of the gang was already at MacGregor's when we got there, so we stayed up way too late – again.

We dragged ourselves out of bed for the judges' breakfast, where we saw Neil Sugermeyer. Bob Roughton had his International high wheeler in the show, Jeff Locke had his '71 Solex in HPOF, and Steve Moskowitz, AACA executive director, debuted his '03 Oldsmobile. Pam and Steve Heald could have driven their '12 Maxwell or their '08 Mora right out of 1912 – they were dressed up and ready to go!

The banquet that evening was excellent, except for an ailing Tom Cox who ended up in the emergency room. We had returned Pat's truck, so 5 of us crammed into one car and found Tom resting comfortably at the hospital, just a bit shaky. After sorting out people and cars we turned in, late again.

Our visit to the Finger Lakes Region of New York was too brief, but we've got pins in the map and will be back again.



*Pam and Steve Heald in vintage attire with their 1912 Maxwell*



*Stanley Steamer getting ready to roll*



*Me with my bud, the handsome MGTD*



Everyone gathered around when the Stanley Steamer owner prepped for departure. But my favorite was the handsome MGTD. Meet Chairman Pat Thorpe and his dad collect big vehicles – like Fire Trucks. The biggest of them was a full-sized hook & ladder truck, and they had the ladder fully extended with a big American flag flying proudly in the breeze. It was the center of attention when the National Anthem was sung over the loud speakers. It was a really big show with a wonderful selection of early cars, muscle cars, and even some British cars to keep company with. Like all of these events, they end all too early and we hardly had time to visit and take pictures.

**CALL TREE HELP**

By Marie Gancel

**I**f you want to help **YOUR CLUB** from the comfort of your home, here is your chance. We have an opening on our Call Tree. Once a month you call the 10-12 members on your list for dinner meeting reservations or special activities. You might get to speak to people you don't see often. This position does require you have e-mail and that your computer will open attachments. Please call me for more details at 420-1844 or e-mail [ganze55@verizon.net](mailto:ganze55@verizon.net). Marie Gancel, Call Tree Chairman



## *The Rest of the Story*

By Rachel Riviera

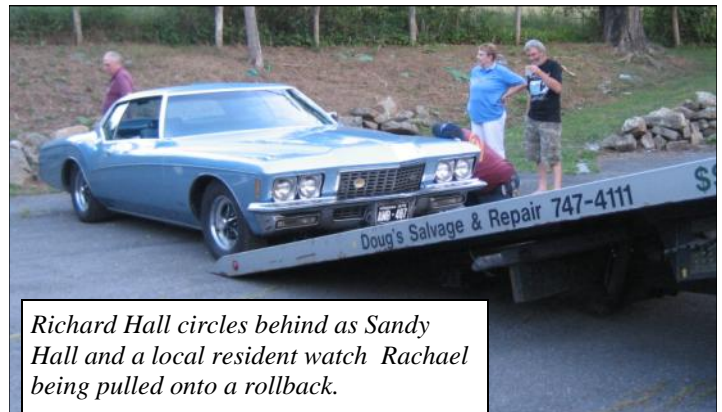
I know some eloquent author will give you the blow-by-blow rendition of the “Firewater to Saltwater Tour” but I thought I would give you my version. Let me start by saying that I was feeling pretty good about myself. I had just had a new paint job and my chrome was all polished like a brand new silver dollar. It was a tad bit early when my owner, Richard Hall, threw open the garage door and took me to the driveway. I had been hearing about this tour to Louisville for over a year and assumed the trip was now a reality. When we arrived at the Hardee’s near my house, my good friend Charlie Cyclone belonging to James and Becky Woodall was already there. I have been down Charlie’s street many times and always honk, and if he is home, Charlie will wave back at me. Also there was a really young whipper-snapper belonging to Jack and Linda Pavlidis. After the owners ate breakfast, we were on the road. We arrived at Hardee’s in Waverly, Virginia at 8:30 and were the only ones there, but soon others started arriving. There was another good friend, George Buick (a 1955 Buick named George by Ken’s sisters, Ester and Betty) co-owned by Ken Talley and Betty Stevens. I have been to George’s house many times, and he has been to my house. Traveling with Mr. Ken in George was Bill Wilcox. Also at Hardee’s was Wally Woody owned by Dana and Debbie Meadows, Ollie Oldsmobile owned by Mickey and Toni McChesney, and Tommy Thunderbird owned by Bob and Dot Parrish among many others. Randy Rambler approached me, and his owner, Mr. Neil Sugermeyer, paid me a really good compliment by telling me how great I looked. In the meantime, I kept hearing a scream as a box on wheels pulled into the parking lot. Vinny Volvo owned by Bob and Linda Pellerin kept calling out to me “Please, please get me out of this box”, but once I learned that Vinny was owned by TRAACA’s President, Linda Pellerin, I decided I probably shouldn’t help him escape.

We left Hardee’s and followed the instructions in the Tour Book. As we traveled Route 288, it was really hot and my feet were burning from the pavement. You know how your feet hurt when you first step onto the hot sand at the Beach – well, triple that temperature, and you will know how my feet felt about now. My throat was getting parched also, and I coughed a few times. I also heard Ollie coughing as we approached a gas station where the car owners were hoping for a potty break. When we stopped, I heard the car owners say that Wally had had some foot problems and was overheating. Mr. Mickey also said that Ollie was at this point gagging, and he was thinking of taking him back home, which he later decided to do. Ollie had already told me about Afton Mountain and other “hills” that we needed to cross so I was a little anxious about going forward on the trip.

After a few minutes, my owner decided I should keep on trucking. We stopped for lunch at Michie’s Tavern where a very beautiful 1937 Packard owned by George and Kathy Duke joined us. After lunch, we traveled further up the mountains. Somewhere in this area, John and Doris Stone joined us with their 1960 Thunderbird. I was running as hard as I could, and it was getting really hot. As we traveled Route 39 to Warm Springs which was our first night’s stop, my throat got really dry, and I could not get it wet enough to stop the coughing. Mr. Richard kept pumping my pedals but nothing was happening. Charlie Cyclone was behind me with his blinkers flashing since we were backing up traffic consisting of very impatient drivers of modern cars. Finally, there was a small spot on the side of the road where I thought Mr. Richard could pull off safely so I figured I would just shut down, and maybe he would give me something for my dry throat. Charlie Cyclone pulled right behind me. Mr. Richard opened my hood (now, Meggie, a rather spiffy MG in the crowd refers to her hood as a bonnet but with U.S. cars, we call it our hood). Mr. James came over and very gently removed a hose and my fuel filter. He then made the statement that it was bone dry – “Duh, I had been trying to tell them for several miles that my throat was parched!” In any event, Mr. Richard and Mr. James thought it must be my fuel pump that needed replacing so Ms. Becky took Ms. Sandy in Charlie, and they went to the Warm Springs Inn (aka The Bates Hotel or a “Trip to the Twilight Zone”) where they could call AAA from a land line since cell reception where I was pretty much did not exist.



*Jim and Becky Woodall greet Terry Bond along with Ken Talley and Bill Wilcox as the tourist gathers.*



*Richard Hall circles behind as Sandy Hall and a local resident watch Rachael being pulled onto a rollback.*



While I was waiting for AAA to come and get me, a State Trooper stopped to inquire what was wrong with me. Mr. Richard told him that I was broken and that AAA had been called. He then wanted to know where AAA was with regard to coming to get me. After several phone calls, Mr. Richard told the State Trooper that AAA was 30 minutes away. This seemed to make him happy, and he left. Not long after that, the Sheriff arrived and wanted to know what was wrong and when AAA would be there. It seems they thought we had not pulled off Route 39 in the best of spots since we were on a curve.

Finally, AAA came and carried me to the Warm Springs Inn. Later that night a cute little 1964 Imperial named Ivan owned by Tony Scarpelli arrived. Tony's friend Leslie McGinn was with him. Mr. Tony being a mechanic asked Mr. Richard what was wrong with me. Mr. Richard explained he thought it was my fuel pump, and they decided to meet the next morning at 6:00 am and change it. You see, Mr. Richard had a fuel pump with him. The next morning, Mr. James, Mr. Tony, Mr. Ken and Mr. Richard all gathered around me. They were not as gentle this time as they were banging and twisting on my hoses but could not seem to get the fuel pump off. Mr. Ken said he knew of a garage not too far away and he would go see if the mechanic was there and available to help. Mr. Ken, Mr. Bill Wilcox and Ms. Sandy took off in George to see if the mechanic would help me. Sometime later after everyone had left me all alone in the parking lot of the Warm Springs Inn, they called to say yes, I would get my new fuel pump installed, and a rollback would be coming shortly.

Well, it seems in a small town, rollbacks are really hard to come by. Mine had been sidetracked by the State Police to an accident, but it did finally arrive, and I was delivered to the mechanic that would work wonders on me. While waiting for my surgery, George took Mr. Richard, Ms. Sandy, Mr. Bill and Mr. Ken to the Homestead hotel and to Mr. Ken's mountain retreat where his wife, Ms. Barbara, was waiting for us along with Mr. Bill's lab name Bella. You see, Ms. Barbara was "babysitting" Bella, but I digress.



*Dana Meadows is totally in tune with this beautifully restored Packard limo.*

After lunch, Mr. Richard called the mechanic, and I was declared repaired and ready for the road, so George brought them to me. Now that we were all back together, we headed for our next destination which was dinner and then a museum in Barboursville of some rather spiffy cars (some were a lot older than me but they must have had some plastic surgery as they all looked really young).

After a good night's sleep, we all started out the next morning for Louisville. When we arrived at our hotel, there were some really nice cars for all of us to play with. Mr. Richard and Ms. Sandy spent the next day touring with Mr. James and Ms. Becky in Charlie so I was able to catch up on my much needed "beauty" sleep. That evening I was in a parade of the antique cars through town to an ice cream social. I must have eaten too much ice cream because during the night I started not feeling well. Mr. Richard came the next morning, and I felt really bad. There was no way I was going to hit the road today so I just decided to sleep in, much to Mr. Richard's dismay. Again, Mr. Richard and Ms. Sandy rode in Charlie to the Louisville Slugger Museum. After lunch, they rode back to the hotel with Mr. Jack and Ms. Linda so that Charlie could do more touring. Mr. Jack and Mr. Richard again opened my hood and found that the float and the accelerator pump in my carburetor were broken. Mr. Jack and Mr. Richard put on a new coil to help me jump start the next morning. Mr. Richard called Advance Auto Parts and ordered a new carburetor rebuild kit and a new float for me. Later, while socializing in the hospitality room, Mr. Ken came over and thought maybe they should just check me out so once again, up went my hood. By now, I was pretty much over any embarrassment of having my insides exposed.

The next morning Mr. Jack took Mr. Richard to Advance Auto in Jeffersonville, Indiana where Mr. Richard picked up the much needed parts that had been shipped overnight. Mr. Jack, Mr. Ken and Mr. Richard (with the supervision of an old friend, Al Mercer) very gently again reworked my innerds and by 10:30 am, I was feeling much better. While the guys were working on me in the parking lot, Cindy Cadillac owned by Tom and Tammy Cox, came to check on me. She didn't sound like she felt really well either, and I later learned that she was only running on seven cylinders. After lunch, Mr. Richard gave me a good bath and took me to the show which was inside a very large building. Here I had lots of other cars to play with. When everyone left and the lights went down, we all had a huge party, and I felt like my old self again.

Thanks to all of the guys that helped me get back on my feet and gave much needed support to a rather stressed Mr. Richard. Now you now the rest of the story.....

*Richard Hall collects Rachael's award from AACA Pres. Terry Bond and AACA VP Joe Gagliano.*



**June 27-29 - TRAACA Saltwater to Firewater Tour**

By Bob Stein

Twenty cars rolled out from the Hardee's parking lot in Waverly, VA Saturday morning at 9 am, starting off on the first leg of the Saltwater to Firewater Tour to the AACA 75th Anniversary Meet in Louisville, KY. Planned out by Ken Talley and Bill Willcox (great fellows to get lost with), the tour wound through Virginia, West Virginia, and Kentucky for the next three days before arriving at the Crown Plaza Hotel in Louisville.



*Dana and Debbie Meadows, Linda and Bob Pellerin, and Shiela and George Gurnee at Michie Tavern, Charlottesville, VA - Tour Day 1*



*Pizza made a good dinner at our stop in Warm Springs, WV- Tour Day 1*

*Kathy Kellum hitched a ride with Debbie and Dana Meadows to Louisville. Here Debbie is studying the map. "Wow, we have a long trip!"*



*This group will soon learn how this mash is turned into bourbon (not whiskey) and get a small sample. The bourbon balls were the biggest hit. KY—Tour Day 3*



*Group that toured the Bunker (built to house national leaders in the event of a national emergency) at the Greenbrier in Hot Springs, WV—Tour Day 2 (Photo by George and Sheila Gurnee)*



*Tony Scarpelli, Leslie McGinn and Angie Ciccone enjoyed the Ohio River cruise.*

*Becky and James Woodall enjoyed this early rear entrance car at the auto museum in Louisville.*



*Above: Tyler Gimbert does his apprentice judging at the 75th Show. Far left: Richard Hall with Rachael Center: Saltwater to Firewater Tour leaders Ken Talley and Bill Willcox with Ken's 1955 Buick*

## TRAACA Cars Honored in Timeline

One of the best features of the 75th Anniversary Show was a timeline of vehicles representing most of the years of auto history. Five TRAACA vehicles were part of the timeline.



Left:  
AACA President Terry Bond  
with his 1912 Triumph

Below:  
Al and Sharon Mercer with their  
1922 Mercer Roadster



Bob and Linda  
Pellerin's  
1937 Volvo  
sedan

Right:  
Sue Bond with her  
1971 MGB

Below:  
Bob and Dot Parrish's  
1978 Thunderbird



## 3<sup>TH</sup> OF JULY PARADE



By Jere Avenson, Parade Chairman

The Chesapeake City Parade for the 4th of July was a real fun trip for the seven patriotic TRAACA entries. We couldn't have had a prettier day. The sun was shining, humidity was low, and the temperature was in the mid-70's. We started out from the front steps of the South Norfolk Baptist Church at 10:00 AM sharp proceeding down Chesapeake Avenue amid an appreciative crowd of South Norfolk families cheering Ahhhh and Ooooh and "Happy 4th of July"! Thanks for participating in the parade to Don and Julie Hobbs in their gorgeous '50 Ford Club Coupe, Bob Stein and his guest Kitty Ledson in Bob's award winning '49 MGTC; Viator and Jan Trudeau in the beautiful '68 Cadillac Eldorado Coupe; Paul Fuqua in his very sharp '56 nine passenger Chevy Station Wagon; the courageous Barbara Talley with her daughter Donna Perry in Ken's ever faithful '39 Mercury Sedan; all led by parade chairman Jere and Carol Avenson in their photogenic Bikini Blue '54 Packard Patrician. Ed Lail transported the mayor in his fabulous 1930 Lincoln. Seven starts and seven completions for a great parade!

Right: Paul Fuqua  
with his '56 Chevy  
Wagon



Below: Janet and  
Viator Trudeau in  
their Pontiac



Carol and Jere  
Avenson in their '54  
Packard  
(Photos by Bob Stein)



## >>>Kart Racing <<<

By Linda Pellerin

Members of the Tidewater Region fueled their stomachs at "Cheeseburger in Paradise" before we hit the track to go Kart Racing. We had a fun meal as we gathered together and you could feel the excitement in the air. We headed to the track and attended driving school. We needed to learn what the yellow and black flag meant. I think some of us need a refresher course! We were divided into two groups, as some potential racers became spectators. Driving school ended and I saw some nerves as we were fitted with head socks, neck braces and helmets. Then we were off to the races. It was a lot of fun as these Karts go 45 miles per hour. There were a few wrecks just like Nascar! We had a couple injuries from some aggressive driving by Tony Scarpelli (broken rib) and Boyd Swartz had a sore shoulder when he was hit and went into the wall. If you will notice none of the women came out injured and several had some very fast times.

Many awards were given out: Most Aggressive – Tony Scarpelli, Best Passer – Leslie McGinn, Most Conservative- Viator Trudeau, Worst Car – Bob Parrish, Best Male Passer – Scott Davies, Most Aggressive Female – Lauren Scarpelli, Fastest Male Lap – Dana Meadows, Fastest Female Lap- Debbie Meadows, Most Determined – Ernie Williams (Guest) and Best Observer – Paul Cho. Racers not mentioned above were Linda and Bob Pellerin, Adam Graham, Dan Ciccone, Mickey McChesney and Jennifer Scarpelli. The Cheerleaders were made up of: Dana and Paul Cho, Toni McChesney, Dot Parrish, Bill Wilcox, Angie Ciccone, Barbara and Ken Talley, and Neil Sugermeier. All the racers had an adrenalin rush that lasted for hours. I have had several requests for another day at the track, so we will schedule another day when it is cooler. I hope to see you on turn 3 soon!



Above: Drivers with their awards

Right: Leslie McGinn, the best passer award winner, ready to race

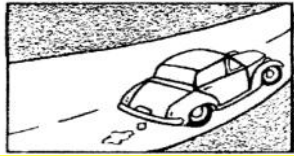
## TRAACA Tech Session

By Bob Stein

Tidewater Region's Tech Session had a major meltdown when temperatures approached 110 degrees. Even in the shade of a shop, nobody felt like checking spark plugs or learning how to change oil. However, faced with oppressive heat outside, intrepid participants simply adjusted the activity to an indoor event that made ample use of Dan Ciccone's air conditioned meeting room, thanks to the efforts of Dan and Angie and Tyler Gimbert. The planned hands-on activities got switched to on-screen overviews with photos, allowing everyone to not only stay cool, but clean. Hosted by Dan and Bob Stein, the Tech Session started at 10 am with a surprisingly good turnout. Nearly 25 members showed up, with vintage iron in the form of Bob and Sylvia Roughton's 1933 Pontiac, Bob Stein's 1951 Studebaker, Skip Patnode's 1967 Alfa Romeo, and Viator Trudeau's 1968 Cadillac Eldorado. The Tech Session consisted of a two-hour presentation and group discussion of safety inspections and maintenance, with the focus on how those topics apply to our collector vehicles. Of course, no TRAACA event would be complete without good food, and this one was no exception. Dan and Tyler took off as the Tech discussions were winding down and returned with stacks of pizzas for lunch. After everyone had eaten their fill, there was a written quiz on vehicle maintenance put together by Tyler, and then a drawing for prizes. The highlight of the event was Dan's rolling out of his 1969 Ford Good Humor Ice Cream Truck - these vehicles are always popular, but Dan's truck had the added benefit of a fully-stocked freezer! What better way to end a summer activity than picking out your favorite ice cream treat from the Good Humor menu? Participants included John and Marie Gancel, Bob and Sylvia Roughton, Richard and Sandy Hall, Linda and Bob Pellerin, Skip Patnode, Tony Scarpelli and (just engaged fiancée ) Leslie McGinn, Barbara Talley, Bob and Jane Ward, Ed Lail and guest Len Bromley, Rad and Margie Tillett, Viator Trudeau, Dan and Angie Ciccone, Tyler Gimbert, and Bob Stein.



Tech session participants go for pizza (left) and line up for ice cream at Dan Ciccone's ice cream truck (below). (Photos by Bob Stein)



# DOWN THE ROAD

## LOCAL

- Aug.27.....TRAACA Friday Night Social at Oaklette Methodist Church on Indian River Rd.
- Aug. 28 ..... TRAACA Annual Show at the Military Aviation Museum in Pungo.
- Sept.4..... TRAACA trip to the Virginia Zoo
- Sept.16 .....TRAACA Dinner Meeting
- Sept. 18 ..... Norfolk Display
- Oct. 2 ..... TRAACA Ladies Driving Tour to Coinjock
- Oct. 21 ..... TRAACA Dinner Meeting
- Oct.23 & 24 .....TRAACA Fall Tour to Richmond
- Nov. 13.....Chili Cook-off
- Nov.18 .....TRAACA Dinner Meeting (Silent Auction)

## REGIONAL

- Sept.18...17<sup>th</sup> Annual Northern Neck Region Antique Auto Show Kilmarnock Town Centre, Contact Kathy Harrison 804-443-4478

## NATIONAL

- Aug.12-14 .... AACA Southeastern Fall Meet (Blacksburg, VA)
- Oct.6-9.....AACA Eastern Fall Meet, Hershey, PA.
- Oct.24-29.....AACA Reliability Tour, S. Georgia/North Florida



## Updates from your Activities Committee

By Dot Parrish

After having two activities (Kart Racing, and the Technical Session at Dan's shop) we will be taking a break for the month of August because we have a National AACA show in Blacksburg August 12 – 14<sup>th</sup> at the Virginia Tech campus, (hope all of you have signed up to go) and we will be getting ready for our 37<sup>th</sup> annual show on the 28<sup>th</sup> of August. Don't forget our Friday Night Social to be held at the Oaklette Methodist Church at 6:00 PM on Indian River Rd. This will be catered by Reginella's Italian Restaurant.

We need everyone to volunteer for our show. Every committee can use all the help we can get. I need a volunteer to help at the membership table. I will be helping in Registration. This will be an easy job just to sit at the table in the hangar and sign up some new members. If you can help out, please call Dot Parrish to volunteer at 547-5034.

On September 4<sup>th</sup>, we will be taking a tour (behind the scenes) of the Norfolk Zoo on Granby Street. I was born in Norfolk, and have lived here all my life, but have never been behind the scenes, so this will be exciting! We will meet at two places, the former Lake Wright Hotel, now the Quality Suites on Northampton Blvd. and the Greenbrier Mall at 10:00 AM and leave both places at 10:15 AM. If possible, please drive your old cars. The tour starts at 11:00 AM at the Lion House, but we need to leave the administration building by 10:45 AM. There will be some of walking involved with the tour.

After leaving the zoo, we will go to the No Frill Grill across from Blair Junior High School. This is located at 806 Spotswood Ave, right off of Colley Ave. The food is really good here. If you have never been, it is hard to spot because it faces sideways on Spotswood Ave. If you get lost, call me on my cell phone at 757-739-1608 (Dot Parrish)

Please call me at 547-5034 to sign up for the tour to the zoo.



## Chili Cookoff and Fall Tour Will Be Reversed

Due to some date restrictions, we will have to schedule our Fall Tour on October 23<sup>rd</sup> and 24<sup>th</sup>. Therefore we will be changing the chili cookoff to November instead. We have rescheduled this to November 13<sup>th</sup>. Please mark your calendars with this change.



## Fall Tour 2010

By Bob Pellerin

Richmond will be our destination, with a tour of the Capital and possibly the Executive Mansion if Bob and Maureen are in town. Our hotel accommodations will be the historic mid 1800's Linden Row Inn, which is within walking distance of the Capital. Lunch at the Capital Ale House is a given, and tours of the Museum of the Confederacy, Virginia Holocaust Museum, John Marshall House, Edgar Allen Poe Museum ( there is a surprise connection with the Linden Row Inn and this author to be explained later), and the Library of Virginia. If time permits, a visit to the Trafalgar Ironworks of noted Civil War importance, and a walk through Brown's Island (the Confederate's exit point after their burning of Richmond).

This tour will be a weekend event October 22<sup>nd</sup> through the 24<sup>th</sup>. I have negotiated a very special rate of \$89.00 per night which includes breakfast. You must call 1-804-225-5841 to secure your room at this rate. Some rooms are King size and others Queen Size doubles. Many of us are Virginia transplants and know very little of Virginia's Capital history. This is your chance. Oh, an evening at the Historic Swift Creek Mill dining theater will feature the play "The Foreigner".



# Celebrity Spotlight

Winner	Vehicle	Class	Award
<b>AACA 75<sup>th</sup> Anniversary Show, Louisville, KY, July 3, 2010</b>			
Terry Bond	1912 Triumph	05 A	Repeat Pres
Al Mercer	1922 Mercer	17 A	Repeat Pres
Bob Pellerin	1937 Volvo	20 D	Repeat Pres
Susan Bond	1974 MG	25 E	Repeat Pres
Bob Parrish	1978 Ford T-Bird	27 M	First Junior
Jim Elliott	1980 Pontiac Trans am	27 N	Repeat Pres
Ken Talley	1955 Buick		DPC
Tom Cox	1963 Cadillac		DPC
James Woodall	1967 Mercury		DPC
Neil Sugermeyer	1965 Rambler		Repeat DPC
Richard Hall	1972 Buick		Repeat DPC
Clay Drnec	1979 Chevrolet		Repeat DPC
Toni Scarpelli	1964 Imperial		Repeat HPOF
Bob Roughton	1909 IHC		Repeat HPOF
Dick McIninch	1956 Ford		Repeat HPOF

**High Wheeler Homecoming, LaPorte, ID, June 24-26, 2010**

Bob Roughton	1909 IHC	Participant
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## THE HUMOR SECTION



The local bar was so sure its bartender was the strongest man around that they offered a standing \$1000 bet. The bartender would squeeze a lemon until all the juice ran into a glass, and hand the lemon to a patron. Anyone who could squeeze one more drop of juice out would win the money.

Many people had tried over time, including professional wrestlers and bodybuilders, but nobody could do it. One day a scrawny little man came in, wearing a tie and a pair of pants hiked up past his belly button.

He said in a squeaky annoying voice, "I'd like to try the bet." Even the hillbilly chicks burst into laughter.

After the laughter had died down, the bartender said, "Ok," grabbed a lemon, and squeezed away. He then handed the wrinkled remains of the rind to the little man.

But the crowd's laughter turned to total silence as the man clenched his fist around the lemon and six drops fell into the glass. As the crowd cheered, the bartender paid the \$1000, and asked the little man, "What did you do for a living? Are you a lumberjack, weight lifter, or what?"

"No," the man replied, "I work for the IRS."



*Ed Lail's 1930 Lincoln gives the Mayor of Chesapeake an elegant ride in the 3rd of July Parade.*

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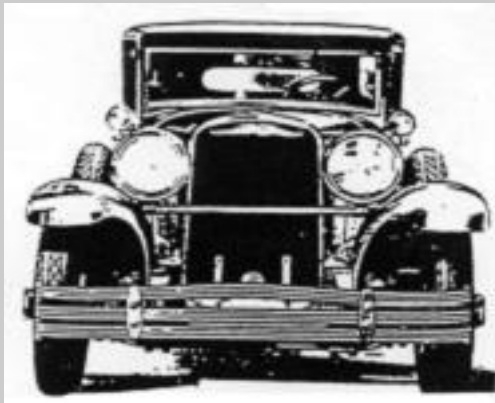
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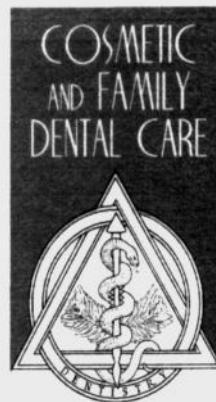
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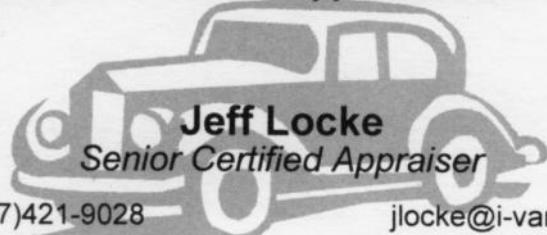
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