



Sizzling Good Time at the Fall Meet in New Bern

Before the sun came up we were at the car warehouse to leave to take the 1936 Cabriolet, the 1951 Victoria and the 1962 Impala to the AACA Fall Meet in New Bern North Carolina, August 11-13.

Jim and Darrin climbed in the Columbia and I started out riding with Zeno in the excursion.

Needing a brake we stopped in Montgomery at a truck stop. At breakfast Jim told us about his first camping trip. We laughed about it.

We stopped in Augusta Georgia to have dinner with Jim's sister Jane, cousin Clair and friends Joe and Ann. Dinner was at a little bar and grill called the Village Deli that turned out to be the local family hang out. The food was excellent and the atmosphere was cool.

We went up the road to Columbia and stayed for the night. I called my cousin Karl and he came to the hotel to visit.

Leaving Columbia SC early in the morning we arrived in New Bern at 12:30 pm. After parking the rigs and unhooking the excursion we registered the cars. We tried to register at the hotel. They were not ready for us.

We had the pleasure of visiting the Joe Alcoke collection. The cars were stored in an old dealership. The showroom had a lot of nice cars in it. There were a lot of muscle cars. One



Jim's 1951 Ford Victoria on display at the Southeastern Fall Meet in the beautiful town of New Bern, North Carolina.

car struck me it was 32 Coupe. The car was the same car that Joe Alcoke had used to leave his wedding. After Doug showed us some of the cleaning products that he uses on the cars he took us out to the shop where he is working on restoring some of the vehicles. We spent an hour or more at the old dealership.

Everybody was ready for a break and a shower before the dinner.

Darrin and I went back to the Columbia and got the golf cart out. We drove around and found the show entrance and also where the cars would be parked for the show.

We went up to the convention center and ran into Connie and David Wright. Darrin and I met them on the 25th Anniversary Founders Tour 3 years ago. They jumped in the golf cart with us a drove around New Bern. We took them over to see the river front and the rig.

At dinner we sat with Mike Krause who owned a 67 Impala Convertible, Jim from Pittsburgh an AACA judge,

Willy Jim's friend, Joey and Kaye Moore from Birmingham for dinner.

The chicken at dinner was very good. The company and event was awesome.

The morning started before the sun came up with unloading the cars. Zeno and Jim made their way over early. Jim loved getting in each car and driving them to the staging area before taking the cars to the field. I enjoyed watching Jim drive the cars around the parking lot and up the street to



Unloading the 1962 Chevy Impala.



Joe Alcoke collections show room.



Jim sharing his love of the hobby. Jim invited the young Marines to see his cars and to join AACA.

the roundabout. I left my camera with Zeno. I knew Darrin would not have time to get any photos.

I walked down to the civic center. Breakfast came and I sat with my team for Judging. Ken was the team captain for the Driver Participation Class. I was teamed with Ron White for judged in the Driver Participation Class. The cars are not point judged. They are a pass or fail. You would fail for things like fire extinguisher, paint wrong color for period, wrong engine or hot rod.

I encourage everyone to look at this class. It is a great entry level class to get started showing your car or cars at National AACA Meets.



Show field is on the streets of New Bern.

After breakfast and before the Certified Judges Education (CJE) I went over to check on the guys. They had all the cars on the field and were finishing the polishing. I checked the handles and cleaned the 51 Victoria.

I made it back for the CJE but I went to the wrong place. I wanted to take the Brass Era class but ended up with

the Model A class. We talked about some of the cars from the Brass Era anyway.

I was amazed at how much I learned in a short amount of time. It was nice to have the examples right in front of us. We would go back and forth to compare the changes from one year to another.

After judging school I had a few minutes so I checked in with the guys.

I went off to judging and we spent a few minutes on each car. There was one

car that the fire extinguisher was in the empty zone. When Ron told the owner that he would have to disqualify the car the man had the look of horror on his face. Ron gave him time to go buy a new one just up the street at the hardware store. We continued down the street to judge other cars and came back when we saw that the replacement extinguisher was under the tire.

After judging all the cars we had to run the judge sheet to the host hotel. We put the sheets in order and then Ken took them in to the score keepers. But before we could finish there were several cars that moved into our class. They needed to be judged.

Finally we were done and I went and hung out with the guys. They were drinking smoothies and I was hungry. We went over to the well known breakfast place Baker's Kitchen and had lunch. We waited for a half hour for a seat. Kaye and Joey met us for lunch. Joey was so hot he was soaking wet.

After lunch we went back to where the cars were and hung out until they came around and released the cars.

We loaded the cars up in the haulers. As we were loading the cars two young Marines came by and were taking pictures. Jim stopped and talked with the boys for a while. He showed them the cars and told them about the Cabriolet and its role in the movie, USS Indianapolis Men of Courage. He also invited the boys to join AACA.

We all headed to get cleaned up for



Jim unloading the Impala and getting it ready to go on the show field.

the award banquet. It was so hot. I just wanted to sit in the motor home.

We arrived at dinner early and we had hors d'oeuvre of fruit and cheese. Darrin and I choose a table that was right up front. I wanted to be close to take pictures of the trophies. We had the best filet minion that I have ever had. Jim had salmon and he really enjoyed it.

We sat and talked with Tom Cox from the Appraisers and next AACA President. He is also on the newsletter committee and remembers reading our newsletter.

Kaye and Joey sat with us as well. We also saved a seat for Joe and his



Tom Cox, Executive Director of AACA presenting Jim his awards.



Jim driving the 1936 Ford Cabriolet to the staging area before taking the car onto the show field.



The 1962 Chevy Impala on the show field.



The 1951 Ford Victoria and the 1962 Impala in the staging area before going to the show field.

wife owner of the Hawthorne Green Metallic 51 Ford Custom.

When it came close to time for awards to be given out I passed out a card to each person with the cars and their classes on it. When they start reading the names and cars it goes so fast you forget what class a car is in.

Finally they got to our cars. Jim proudly went up and claimed his awards. Senior First Place for the 1926 Ford Cabriolet, 1st Preservation for the 1962 Impala and a repeat preservation for the 1951 Ford Victoria. We gathered all our awards and headed out.

Morning and a 14 hr drive were going to come early. It was a great trip. We saw many old friends and made new friends as well.

- Charlotte Dahlenburg



Zeno, Jim, Darrin and Charlotte standing with the statue of the inventor of Pepsi. New Bern is the home of Pepsi.

NATIONAL FALL MEET WESTERN DIVISION





HIGH PLAINS REGION September 1-3 2016 Cheyenne, Wyoming

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A
NOTE FROM
THE PRESIDENT

August 2016

Happy August all!

We have definitely turned the corner on this year. College Football is just around the bend. Hope all of you are well.

I want to share briefly about my friend Joe Rytlewski (Boys and Girls Club). He is in Ferndale, Michigan at the Woodward



Ave Dream Cruise Time. As some of you know 2017 will be the celebration of

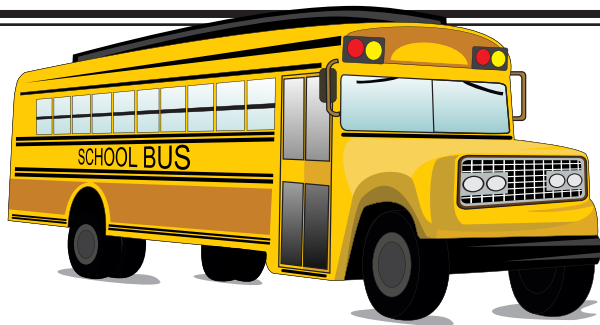


50 years the Chevrolet Camaro has been around. Joe sent me some pictures of the first one built, Born May 1966. This car was used for the Show car in Detroit to launch 50 yrs ago.

Look forward to seeing you Thursday August 26, at 6:00 pm at the Henderson Museum for our meeting.

Best,

Zeno



School has started up again please be careful on the roads those children are our kids and grandkids.



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Deepsouth.aaca.com

Also, members should visit our Facebook page.



The Time Capsule a look at life in America 100 years ago

We all have them – at least the lucky ones of us do. They are generally found in the bottom of old cardboard boxes stored in attics or storage units. We've inherited them from loved ones. We have decided that they are too valuable to throw away, but too irrelevant to our daily lives for a more prominent storage place. They contain hundreds of blurry old black and white photos, carefully pasted to dark pages of crumbling paper. Most have slightly illegible hand-written explanatory notes about who is featured in the photo – but few contain dates. Its as if the author never even considered that those who viewed them in later life would have any difficulty in identifying when the pictures were taken.

Of course I'm talking about the now-almost-forgotten practice of building scrap books of photos and other memorabilia that chronicle lives mostly completed. In our days of digital imagery and videos – who in this generation is building these time capsules for the future?

I'm as guilty as others. I've had these family heirlooms for years – a gift from my mother, who became the unofficial

family historian after the deaths of my father and my grandparents. One of the benefits of my recent retirement (and of my advancing age) is that I now have the time to review these records of my past – and the wisdom to now appreciate them.

The ones in our family go back five generations on my dad's side of the family – a family of Scott-Irish immigrants who settled in Butler County (Pennsylvania – not Alabama) in the early 1800's and raised large families of farmers and merchants. Some went off to fight in the Union Army – in particular Company D of the One Hundred and Thirty-Seventh Regiment – and thankfully all came home from that awful war.

Mom's side of the family have shorter American roots. Second generation German immigrants. Granddad was actually born on the boat enroute the United States, so held dual American/German citizenship. Both sides of the family eventually ended up in small steel and mining towns in western Pennsylvania in the early 1900's. That's where the photo albums start.

The albums give a stark look at life in America 100 years ago, when compared to the comforts and material wealth we enjoy in this wonderful country today. Pictures show large families of working children – many who did not survive past their 10th birthday. They show families that would be considered poor – at best – in modern terms, but worked hard, and hoped that future generations would prosper. Few had more than grade school educations until my parents' generation (both had master's degrees, and both spent productive careers as educators). Mom's dad spent his life in a steel mill. Dad's father spent his career as a bookkeeper for a large company – when all company records were actually kept by hand.

But in spite of living lives that would be considered lacking in today's standards – the old photos showed families that loved each other, were close, and who enjoyed simple pleasures and each other's company. Many folks today could benefit from lessons they could teach.

One fun aspect of looking back into these lives is looking at the times when cars first became part of family life – and gave the gift of mobility and summer vacations unknown before they appeared. The "first cars" in our family appeared as well-used ones in the early '30's. Mom's folks bought a 1923 Buick, and Dad's folks a 1923 Dodge. Photos of both are attached, and they reflect the intense pride of ownership of something entirely new. The two small children in the photos are my parents.

Going through these old photos has been great fun, and a valuable lesson in where my family came from. I heartily recommend that others look in the bottoms of those old storage boxes as well – the lucky ones will be able to take similar journeys into their past.

- Dick Cashdollar



My Grandfather Cashdollar and my Dad circa 1930 – and their first car, a used 1923 Dodge.



My grandparents Wagner – and my Mom – circa 1930, and their first car, a used 1923 Buick.



My Dad's first car was also a well-used old "clunker" – a late '30's Plymouth that he bought to commute to college in before World War II changed his priorities.



My first car is also represented in the attached picture – a 1966 Plymouth Barracuda. This wonderful car was a graduation gift from my parents (I graduated from the U.S. Coast Guard Academy in 1968, and my folks were so grateful that I had paid for my own education that I got a car as a reward!)

Stories from Main Street



Back in 1962 Jim had a brand new station wagon. It was a company car.

Jim was president of the Optimist Club at the time. Hew was going to the National Convention in Ontario, Canada. He was going because his club had achieved a lot that year and was going to receive a gold Rolex watch. His club was one of a dozen out of 4000 to achieve the award.

Not having the money for hotels and eating our Jim had found a pop-up camper to rent for \$35 a week that he could hook right to the back of the station wagon.

He thought well, we can all go and stay in the camper at night and we can cook dinner right out side it. Nancy was a city girl and had never been camping. Jim was a farm boy and thought this can't be that hard. Nancy packed the camper. At the time, they had three children and Scott was just a baby.

Nancy invited her mom and sister to go with them camping. That made seven people in the station wagon. Jim knew they could figure that out because there were three small children.

Jim went to work that Friday and Nancy finished packing everything. Jim left work early around 3 or 4. On his way home with the brand new car there was a white car that passed him in the left lane but before the car could clear him he realized he needed to turn right so he did. Right into Jim.

The whole front end of the car was tore off, radiator was steaming. It had to be towed.

In those days the wreckers raced to the scene of an accident and the first one to the scene got the job. Jim needed the car to leave on his camping trip first thing in the morning. He interviewed each of the drivers to see if any of them could fix the car by morning. One driver called his boss and told Jim they could do it. Jim was also told that his boss said he could not ask how much it was going to cost.

Before agreeing Jim talked with the owner to make sure the car would be fixed. Jim was

also asked if it was important how the car looked and his reply was as long as the car was operational and could drive it legally. His plan was to take the car back later to have it fixed Properly.

Early the next morning as promised the car was delivered. It ran but looked like a wreck.

A metal I beam was used for the front bumper, there were two rods sticking out of the bumper with the head lights welded to them. What ever it was that was used for a hood was strapped down to the I beam. There wasn't a grill on the car and the left front fender was half cut off.

Nancy said "I am not going anywhere in that thing".

They left for their vacation in that car with the family and towing the camper. When they pulled in anywhere people would get out if the way. Cars would swing wide around them,

Of course neither Jim or Nancy new much about camping. But so many campers would take care of them at each stop. Other campers would share with them and teach them how to camp. They even sent them out with lists of what they needed to buy to get through their vacation.

When they got home they liked camping so much they bought a Zipper Camper.

- from Jim Henderson

In 1974 Frank had a 1964 Volkswagon bug. He took the car everywhere. One Saturday night he and his friends tried to run it out of gas and could not do it.

One night Frank was driving around in that bug and he had no idea the battery under the back seat had rusted. The rust went right through the floor board.

Frank was at a light at the corner of Azalea and Airport Blvd. and someone wanted to drag race. Frank took off and the battery fell through and was dragging behind him. Frank thought he was drag racing but he was just



dragging a battery.

The brakes in that old Volkswagon would glaze over so Frank would find a mud hole and sit in the mud for a half hour and cool off the brakes and off he would go again.

Frank in the fall one year raked up the leaves in the back yard and make a huge pile. He then went and got some 3/4 inch plywood from his dads garage. He put the plywood over the pile of leaves and got in the Volkswagon. He revved the engine up and headed toward the pile to jump it.

Frank looked out the back window and saw the fence posts coming up one at a time.

Frank said that his Daddy came out and said "I see you got the leaves raked and I guess you will be putting up a fence next week. His Daddy would ask him regularly "Are you out of your mind?"

- from Frank Piper



As a kid growing up in Mobile County, Dad had several cars that I remember vividly. I was the oldest of three siblings. My sister was 17 months as my brother 5 years younger than me.

Dad had from a 1950 Dodge Red Ram Eight to 1957 Oldsmobile Rocket 88. The one that stands out to me was a 1952 Cadillac 4 Dr.

As kids we would have some in differences while riding in the old car. My baby brother was about 5 years old and some kind of spoiled. One hot day cruising in the old car Daddy had just read us the riot act to set down and shut up or else.

Little Brother never did heed to anything so when he had his head and arm stuck out the right rear window he got a big surprise. Electric window was being closed by Dad not knowing little bro was hanging out of it and there he is hung in the window.

Needless to say we had no more problems with him on that ride. (Priceless!) Us kids still talk about it to this day and it is still just as funny.

- Zeno

Letter From the Editor

I have had the privilege over the years to hear stories from people about their life with their car. So many fond memories are surrounded by our cars.

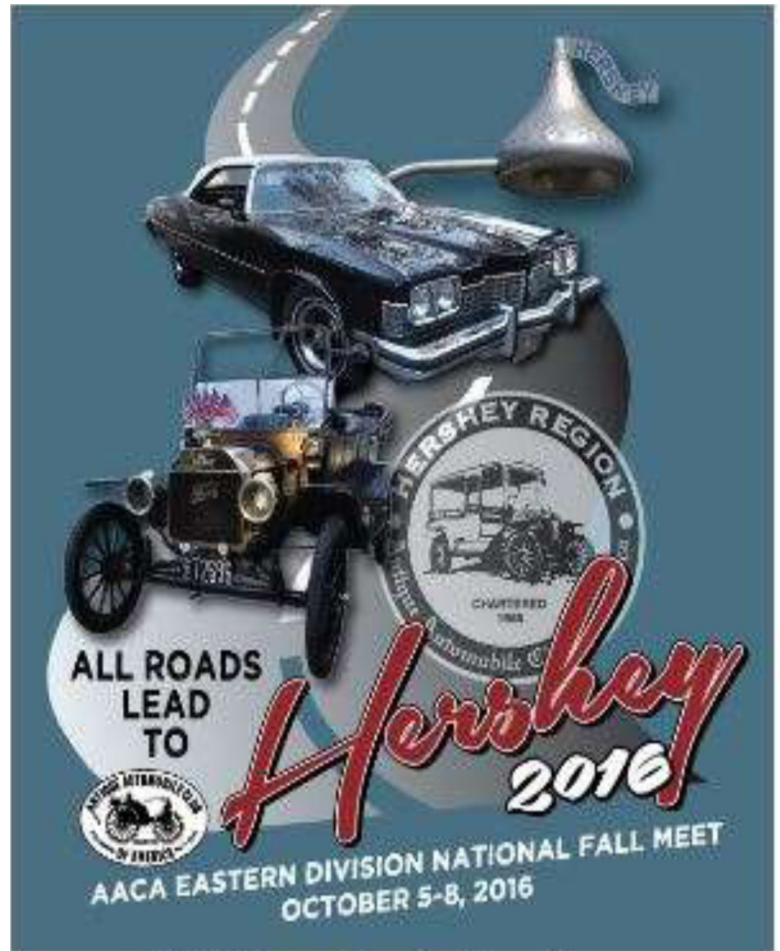
Some are happy moments like the memory of the car you left your wedding in all covered with tissue paper and cute saying on the windows. Some are childhood memories of a vacation when you traveled in the family car. Some are just funny stories of growing up and doing stupid stuff in your first car or in your parents car.

I thought what about writing them down and each month printing a few for others to enjoy.

Starting this month I will be compiling a column in our newsletter with these stories. It is going to be called Stories From Main Street.

I will be randomly sending you an email with a question that you can answer with either an email back or giving me a call at 235-783-2261. You will not get asked a question each month. Your story can be serious or funny, simple or long. All stories are welcome!

Charlotte Dahlenburg



REWIND

WHAT DEEP SOUTH REGION WAS DOING YEARS AGO from the July 2014 Sparkplug

The meeting was called to order at 7:02 p.m. by President Z. Chaudron with 23 members, six of which were officers in attendance. He asked member Buddy Givens to give the invocation in the absence of Kevin Crowell, Chaplain. The President then led the members in the Pledge of Allegiance.

Old Business: President Chaudron noted that repair of the clubhouse steps had been carried over from a previous meeting. He had checked them thoroughly and said they were in serious need of repair. A motion by B. Paquet

that was seconded by T. Metclaf to replace the steps was made. The President stated that he had had a suggestion that when the repair was done, some type of "presentation platform" be built as well. A short discussion ensued. Member F. Bobo made a generous offer to repair the steps at no cost to the club. This received a well-deserved round of applause. The motion on the floor died for lack of vote. VP W. Fuller, Chairman of Building and Grounds, stated that he had contacted Chris Musgrove with Y-Paint right after the July meeting about the small wound in

the vinyl siding on the southeast corner of the clubhouse. He had not heard from Chris and the job has not been done. He said he would take care of it himself and the Prez offer to assist. A request to approve the minutes of the July meeting as printed in the August newsletter if there were no corrections, additions or deletions was made by Secretary P. Paquet. A motion by C. Lyles was seconded by B. Peterson, motion approved. The Treasurer, Editor, Activities Chairs and Member-at-Large (absent) had no old business.





Refreshments

August: Dahlenburg's
September 29: Italian Dinner at 6 pm
October 27: Martha & Judy
November 17: Ross
December ?: Christmas Dinner

Up Coming Events

Our next meeting is Thursday, August 25 at 7 p.m. at the Henderson Museum. Doors will open at 6 pm. See you there!

Thoughts Go Out

Buddy had a second epidural yesterday and we are hoping for better days soon - Patt

DR Jordan returns to work this week after recovering from Shingles.

Also Keep good thoughts for Mike Barrios, Anne Givens, Carl Bailey and Bob White.



Guess what this is? What does this go to? Email your answer to dsr36608@gmail.com.

Answer for last month: 1934 Packard Twelve Model 1106 Sport Coupe by Lebaraon



Touring and a Tribute to Martin Milner

By Myron Smith

Many of the television programs of the 50's and 60's were westerns. Drifters and cowboys were often the plot. Shows such as "Have Gun Will Travel," "The Lone Ranger" and my favorite western "Cheyenne" are three examples. However, one of these drifter shows set in the current time of the '60's was "Route 66" which aired from 1960-1964. It starred Martin Milner and for most of the series George Maharis. Two guys and a new Corvette traveling across the country working odd jobs and usually finding a problem to fix or a damsel in distress. I do not know how much the show actually influenced my young mind, but I thought enough of the show to keep the TV Guide magazine which featured the duo on the cover for all these years. The show's allure for this youth had a lot going for it: seeing different parts of the country (even if it was in black and white) a Corvette, a Chevrolet sponsor for much of the series, and a snappy Nelson Riddle theme which I can still hear in my head. I even had a 1/25 scale luggage rack, suit case and bed roll on the back of my model Corvettes as I traveled in my make believe world around the living room floor.

What I remember of the writings about the show from when it was aired, the filming was a grueling process with most scenes being shot on location. I also recall that in reality, Milner traveled with his family in a station wagon while the show was being filmed with his wife and 5 children. Milner was the one who remained on the series for its entire duration. For a while after Maharis left, Milner traveled alone before Glen Corbett was added as a new traveling companion near the end of the series.

Although the show was called "Route 66," the duo were rarely on the US Highway 66. The highway nicknamed 'the mother road' was the most direct route between Chicago and Los Angeles. It has been a famous road and one about which much lore still exists. Much of the road can no longer be found as it was replaced by Interstates. Tourists do travel as much as possible the original route just for nostalgia sake (where it can still be found). Many signs have been erected to advertise 'Historic Route 66'.

I noted with sadness last September the death of Milner, but was not aware that the show might have affected others in the same way until I read the excellent essay in "Hemmings Classic Car" by Jim Donnelly (December 2015). He also enjoys cars and traveling by car.

I wonder how many of us who 'tour' were influenced by this TV program and are now 'touring' in our antique vehicle - even if we don't have a Corvette.

Thank you Mr. Milner - A man I never met.



Safely Storing and Un-storing Your Treasured Car

Taking the right steps now could prevent untold misery in the spring. There are a number of online guides you can follow. I have outlined a few suggestions from Hagerty.com

Leaving a cherished classic car unused can do more harm than running it through the winter – even on salty roads restoration experts have warned.

A lot of vehicles will deteriorate more through improper storage than if they'd been driven through a damp, cold winter. The first drive of spring leads to misery and costly repair bills.

All machinery works best when it is used. Even the simplest motorbike suffers in storage, and complex cars can be a nightmare.

Starting and never getting to full operating temperature just circulates the accumulated moisture in the oil throughout the engine and contributes to fuel dilution of the oil.

There is more than just corrosion you need to worry about. Deteriorating leather and rubber, sticking clutches and brakes, flat-spotted tires and plugged carburetors or fuel injectors can be equally troublesome.

-Charlotte Dahlenburg

Complied with permission from www.hagerty.com

Before storage

Select a dry, dark location for storage - preferably with limited access. Concrete flooring is best at keeping away moisture. If you must store your car on a dirt floor, place a plastic barrier under the vehicle, and place carpet pieces or plywood under the tires.

Give the vehicle a good wash/wax. Putting on and removing a vehicle cover will lead to unwanted scratches if the car is dirty.

Fill the fuel tank (preferably with premium) and add fuel stabilizer. Be sure to run the vehicle to move fuel stabilizer into the carburetor, fuel rails, injectors, etc. The fuller the tank, the less room there will be for air, which carries moisture that can lead to fuel contamination and possibly rust within the tank.

Change the oil and filter right before



Finding the proper spot to store your car is just as important as how you store it.

putting away the vehicle. The clean oil will reduce the risk of harmful contaminants working away at your engine during hibernation - and you'll be ready to go in spring. Check the antifreeze. Add air to the tires.

If you're storing your car offsite, some insurance companies require you to report the address of the offsite location. Check with your insurer to determine your policy's requirements.

When storing

Place baking soda refrigerator packages in the interior and trunk areas.

To keep insects and vermin out of the car, put a plastic bag over the air cleaner/air inlet and exhaust pipe(s). You also can cover these with aluminum foil and tape securely. Place mothballs or dryer sheets in the tailpipe and around the outside of the car, or insert steel wool in the tailpipe.

Place the vehicle on jack stands. This step avoids tire flat spots and adds longevity to the suspension because it is not supporting the vehicle's weight during storage.

Close all of the windows.

Unhook the battery by removing the negative cable first and store it separately – never on a concrete floor and preferably where it will not freeze; or leave the battery in the car and put a battery tender on it, if there is power available. That way if you want to start it a few times in the winter you don't have

to put the battery in and out.

There are varying theories about periodically starting the vehicle. This writer feels unless you get the engine up to operating temperature for a good 10-plus minutes to burn off the water vapors that initially develop at startup-cold operation, starting is not a good idea. Anything less will leave water in the combustion chamber and all exhaust components.

Bringing your baby back to life

Charge the battery for a solid 24 hours. When returning the battery to the vehicle, attach the positive cable first.

Once your car is uncovered, inspect it for any signs of insect or vermin damage.

Remove the baking soda units. If you forget them, they may spill during driving.

It's a good idea to check for floor leaks, check all fluid levels, and check the tire pressures.

Remove plastic bag (aluminum foil) from over air cleaner/air inlet and exhaust pipe(s).

Apply the brakes ensure they work and that you have a good pedal. The steel brake lines can rust out and leak, and vermin can chew through the rubber brake hoses.

Start the vehicle and check for any fluid leaks.

Give it some extra time to warm up, and check the lights, horn, etc., while the temperature begins to rise. Drive it slowly



Bringing your car out of storage in the spring doesn't have to be a scary thing.

for a mile or so. Some components such as transmissions and rear-ends require movement for full/proper lubrication.

After driving a bit, check it again for leaks, etc.

Your car cover may have become dusty over the long winter months so give it a good cleaning.

Read the Spots

Take a good look under the car. The signs will give you an idea of any problems. Coolant: check the hoses for rot and cracks. Look at the weep hole on the underside of the water pump – a leak here means the internal seal has perished. Inspect your radiator connections & fittings. Fuel: carefully inspect the tank for leaks at seams or on the bottom surface (rust pin holes). Examine all hose and line connections. Brake Fluid: failed seals in wheel cylinders, calipers or master cylinders. Bad hoses or hose connections. Rear Axle: seals at the pinion or axles. Steering: failed seals or boots. Gearbox: failed seals, fittings or plugs. Anything you find will have to be checked out and corrected as needed.

Oil & Lubrication

No matter where you live, and what

you have done to limit it, some moisture will have gotten into the crankcase. With the appropriate oil, the amount of rust and corrosion will be minimal. If the car has been in storage for 2 years or more, change the oil and the filter before you try and start the car. Less than 2 years – plan on changing the oil and filter after the first 30 minute drive. Top off the gearbox. When was the last time you checked the oil in the differential? Might as well do that, too.

Lubricate the Pistons/Rings

If the engine has been sitting for over 90 days it is usually a good idea to get some oil to the rings. Mark the plug wires for future reference then remove the spark plugs and squirt a little oil into each cylinder. Let that oil soak for 24 hours. Crank the engine over by hand. Use the starting handle if you have one; otherwise use a suitably sized socket on the crank dog nut with a breaker bar. There may be some initial resistance, but the piston rings should break loose and the engine should spin smoothly after that. Leave the spark plugs out.

Cars run because three things happen

in the right order and in the right quantity: spark, compression, and fuel. We should have spark (once we put the plugs back), meaning enough and at the right time, because the car was in tune when we put it up for the season, and the fully charged battery is in place. Compression should be fine. We have fresh fuel in the carbs. We are almost ready to start the engine. Most bearing wear occurs in the first 10-20 seconds every time the engine is started. That is because the oil is present in a thin film only, and oil under pressure has not reached the bearings yet. Cold oil is not as good a lubricant either. An engine that has been sitting will take time to get the oil to all the moving parts, and we need to get the oil moving throughout the engine before we fire it up.

Building Oil Pressure

You will use the starter to spin the engine over and pressurize the oil system. The last place to get oil is the rocker assembly. If you pull the valve cover, you can easily see when oil reaches this point. If the engine has been sitting for years, or if this is a fresh rebuild, it is strongly suggested that you remove the tappets (carefully noting their original position) from the engine to prevent scuffing the face or foot of the tappets. The load on the engine bearings is minimized by having the plugs out. Turn the key to the start position and hold it there. As the engine turns over, the oil pump will fill the oil galleries and push oil into the main and con-rod bearings. With the engine turning over, the oil pressure gauge should come to life and once you see pressure on the gauge and oil at the rocker assembly, shut it off. Reinstall the plugs and reconnect the plug wires. Reinstall the tappets in their original locations with a dab of cam lube on the foot of each tappet.

Start the Engine

Make sure the transmission is in neutral. Engage the emergency brake. Do not “pump the gas.” Engage the choke and turn the ignition key to the start position. The engine should crank over and start. If the engine does not start immediately, you need to





Not properly stored your vehicle can lead to unnecessary decay.

determine why before you start “fixing” things. Random adjustments will make the situation worse.

Once it starts...let the engine warm up without revving the engine or “blipping the throttle” but don’t leave the choke fully engaged; ease it in as the engine warms up. Take a good look around,

checking obvious problems. There may be smoke as the various components heat up. You can verify thermostat function by feeling the top radiator hose. When the thermostat opens, the top hose will warm up quickly. As the systems come up to temperature, keep an eye open for leaks.

Assuming all has gone well to this point, you are ready for the first test drive. The purpose of the test drive is to exercise all mechanical, electrical and hydraulic systems so that you can find any remaining problems. Plan out a route about 20 minutes in a circle around your house so that you can walk back if need be. As you drive, listen to the various clues. Is there a miss in the ignition? Does the car pull to one side or the other when braking? How is the steering? Stiff? Loose and “wandering”? How about the shocks? How is the oil pressure? Any problems with the gauges? Back in the garage, make a list of the things you discovered on the drive.

Once these are done, you have a car that is ready to hit the road. Because of the time invested, you can set out with a much higher level of confidence than you might otherwise have.

There is no doubt that putting a car into storage and bringing it out is not a trivial undertaking. The longer the car is in storage, the more important it is to take the time to bring your car back to

CARS

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      H O R N C
    C Q E T K P V B
  H X R L R     E H P
G F D G X U     D K R
Z H H L D A N     A C H
U Y B E G E K     C L K D U L E
B P F U I X B R Q J F N O I T I N G I S
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Tour Director: Barbara Fox
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www.vmcca.org

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Registration opens May 2, limited to 200 pre-1943 cars/408 people





Who Needs a Couch When You Have a Metz

Recently Bobby invited me over to see his car collection. He pulled the car cover off of a half dozen different cars. A 1929 Phaeton, 1975 Corvette Roadster, 1929 Ford Model A Coupe, 1957 Corvette Roadster, 1967 Chevelle SS 396, 1961 MG, 1968 Triumph TR 250, 1975 Jeep Wagoneer and the 1912 Metz Runabout he is building in his living room.

The story goes..... The car belonged to a friend of Bobby's Aunt that lived near Stone Mountain, GA. The car was running when Bobby brought it home the Metz was running. Soon Bobby's daughter was going to get married. He had many car parts in the living room still in boxes. His Aunt told him they had to go.

When Bobby began to restore the Metz all the parts were delivered to the house and he put them in the living room.

As a joke Bobby made a picture of the car parts in the living room and sent the picture to his Aunt along with a note that said "I don't know how all these car parts got in the living room."

Before he knew it he put the car together with the idea that it would come apart and go out the front door. Now Bobby is not so sure that is going to happen.

- Charlotte Dahlenburg



The Sparkplug



Why join the Deep South Region of AACA?

Belonging to AACA includes voting privileges, exhibit cars in national meets, tours hosted by Region/Chapters all across the U.S., and compete for national prizes and annual awards. Membership includes a the bi-monthly Antique Automobile magazine. Also learn more about your antique or classic car from other members, guest speakers, and programs, find parts and dealers, and socialize with other owners, our monthly newsletter and the opportunity to have your vehicle/s featured on our web site.

How do I Join?

1. Come as a guest to one of our meetings (no further invitation is necessary). Meetings are held the 4th Thursday of each month at 7:00 p.m. Normally held at the Deep South Regions' clubhouse at 951 Forest Hill Drive Mobile, Alabama. Check Website for changes.
2. You may join any time by joining the National AACA organization. Go to aaca.org and click on Join/Renew Today for only \$35/year. If you have not previously checked out the AACA web site, now would be a good time to learn about the national organization.
3. Once you have joined AACA, complete the following and bring it to one of our meetings or mail with \$20.00 for local dues to Paul Dagenais, Treasurer, 58 S. Julia Street, Mobile, AL 36604.

Deep South Region AACA - Mobile, Al

National AACA Membership Number _____
(You must be a member of AACA to join Deep South Region)

Dues for Deep South Region are \$20.00 for singles or couples for the calendar year.

Name: _____

Spouse: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Total Enclosed: _____ Date: _____

Applicant's Signature: _____

Note that General and junior Memberships in the AACA are open to all individuals who have a genuine interest in the antique automobile hobby. Ownership of an automobile is not a prerequisite of membership.

Annual Membership - \$35 (includes spouse if applicable) Members receive bi-monthly issue of ANTIQUE AUTOMOBILE magazine. Members are eligible to join an AACA region and/or chapter. Members can exhibit vehicles & compete for national prizes and annual awards. Members receive unlimited free admission to the AACA Museum. Members receive limited free research by the AACA Library & Research Center staff.

Life Membership - \$600.00 (includes spouse if applicable). Life members enjoy the same privileges as the annual membership.

Student Membership - \$12 Open to STUDENTS ages 13-25. Verification of student enrollment is requested. Enjoys same privileges as the annual membership.

Junior Membership - \$10 Any child up to 12 years old may join, whether or not parents are members of AACA. Junior members will receive one Membership Card, one Membership Badge, and a Newsletter four times a year, February, May, August, and November. Special activities are encouraged for Juniors at National (and local) Meets. An educational program is planned to acquaint Juniors of AACA history, its structure and mission, and a general overview of vehicles and their workings, plus a basic understanding of the judging system, all at a level they should find interesting and entertaining.



Minutes from the July Meeting

July Meeting 7/28/2016

The call to order was made by Zeno and followed by the pledge of allegiance and the prayer.

Old Business

Everyone please keep Buddy and Patt Paquett, Buddy and Ann Givens, Mike Barrios, DR Jordan, Carl Bailey, Mallory Henderson, Coy Turner and Jim and Connie Graham in your prayers.

Welcome to new members David and Joyce Ladnier

The winner of the trivia question this month was Frank Piper. The question was: Detroit was founded by an explorer with which last name? And the answer was: Cadillac.

Meeting Saturday July 30 at 9 am at Tillman's Corner Community Center for the kids.

There are scarce activities currently going on right now besides drive-ins and cruise-ins. However, anyone can look in the Sparkplug and pick an activity to go to as they please.

New Business

A flyer, ad, plaque, etc. should be made to help solicit the club and its mission statement/help attract new members or interest. A motion for Charlotte Dahlenburg to design a piece was made by Zeno Chaudron and seconded by Scott Henderson.

The 50/50 was won by Martha Fuller in the total of \$20. The motion to adjourn was made by Zeno Chaudron



Presented by Guntersville Lions Club
Register Online \$20 | \$15 Club | \$25 Vendors
8 a.m. - 2 p.m. (registration 8-11)

August 27, 2016

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A monthly publication of the Deep South Region - AACA - August 2016



The 2016 White House Christmas Ornament



The 2016 White House Christmas ornament honors the administration of Herbert Hoover, who served as the thirty-first president of the United States from 1929 to 1933. It is inspired by the fire engines that responded to the 1929 Christmas Eve fire at the White House and the toy trucks presented to children by the Hoovers the following Christmas. The ornament is crafted from shiny brass plated with nickel and 24-karat gold, and the engine carries a Christmas tree for delivery to the White House.

On December 24, 1929, the White House was filled with Christmas cheer when traditional festivities got underway. President and Mrs. Herbert Hoover were entertaining his staff and their children at the party while the Marine Band played carols. The drama began when Chief Usher Ike Hoover whispered to the president, "The executive office is on fire!" President Hoover rose from the dinner table and asked the men to follow him to the West Wing. The men proceeded to rescue as many of the president's papers as time allowed, while First Lady Lou Hoover, informed of the blaze, calmly supervised the party.

The four-alarm fire brought nineteen engine companies and four truck companies to the White House. One hundred and thirty firefighters began to battle the blaze. The bitter cold temperatures froze some of the hoses. By about 10:30 p.m., the fire was extinguished. Fire Chief George Watson reported that excessive heat from a blocked chimney flue or defective electric wiring had caused pamphlets stored in the attic to ignite, and fire had spread quickly. Congress would soon pass a special appropriation to rebuild the uninsured office wing. The Charles H. Tompkins Company of Washington, D.C., completed the work and Hoover and his aides moved back into the remodeled West Wing on April 14, 1930.

This year's ornament design was created by art student Kayla Whelan, the winner of a national art school design competition created by the Association. Whelan attends Montserrat College of Art in Beverly, Massachusetts.

Check out past year designs there have been some awesome ornaments with some antique cars.

White house Christmas Ornaments can be purchased at whitehousehistory.org/

What have you been up to?



My relatively new boy toy, a Deuce Roadster which shows this guy is still a boy at heart. B safe, b happy. - Ross Sloan

Come on down to Texas for some Southern Hospitality!

2016 Central Division Fall Meet
at the Moody Gardens Resort & Spa in Galveston, Texas

Hosted by the Gulf Coast Region AACA

Meet Chairman Robert Wheelless 281-380-4969 rvwheelless@hotmail.com	Registration Sandra Johnston 713-542-9481 2016galvestonmeet@aatt.net	Chief Judge Chuck Crane 281-814-4081 perfect10@gmail.com
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For event details and housing information, visit
www.AACA-2016-centralfallmeet.org

In the event of rain, we will move the show field inside the hotel covered parking garage.





Local *Car Shows*

Cruising the Coast 2016 October 2-9. Join us on the Mississippi Gulf Coast for the 20th Annual Cruisin' The Coast featuring all your favorite activities like cruise-ins, headline bands & oldies entertainment, a swap meet, the CTC/Vicari Auto Auction and much more! For more information visit <http://cruisinthe coast.com>.

October 22 - Dauphin Way Baptist Church 7th Annual Shirley Looney Memorial Car Show, please visit www.dwbc.org for flyer and registration information



September 2016

- 1-3 - Western Fall Meet • Cheyenne, WY •** hosted by High Plains Region
- 11-16 - Revival AAA Glidden Tour - North Conway, NH •** hosted by VMCCA

October 2016

- 5-8 - Eastern Fall Meet • Hershey, PA •** hosted by Hershey Region
- 20-22 - Central Fall Meet • Galveston, TX •** hosted by Gulf Coast Region

November 2016

- 5-11 - Reliability Tour • Savannah, GA •** hosted by Savannah

National



Region AACA and Low Country Region HCCA

February 2017

- 9-11 - AACA Annual Meeting • Philadelphia, PA 23-25 - AACA Winter Meet •** hosted by North Central Florida Region March 2017
- 23-26 - AACA Western Spring Meet •** hosted by Palm Springs Region

April 2017

- 6-9 - Southeastern Spring Meet •** hosted by Hornets Nest Region
- 25-28 - Western Divisional Tour (up to 1992) •** hosted by Mother Lode Region

Car Shows in the Region

September 10 - Monroeville's Old Tymers' Antique Tractor & Classic Car Show, show held at the Historic Downtown Square, Interstate 65 North, Exit 57, North 21 Hwy, Monroeville. Homemade ice cream, funnel cakes, boiled peanuts and much more, including Road Rallye, Chicken show, Turkey Calling Contest, Antiques sale

September 10 Kiln MS. 3rd Annual Knights of Columbus Car and Truck Show at Annunciation Church 5370 Kiln-Delisle Road. Registration begins at 9 am to 11. Registration \$20.00 Award to top 30 cars top 5 trucks top 5 1986 and above. Awards for Best Paint, Interior, Engine, Rat Rod, and Best of show. Dash plaques for the first 75 cars and trucks. Food and Drinks will be available. 50/50 split pot. Lots of 50's music. Call Jim at 228-493-7833/Richard at 228-493-7416 or Wayne at 228-731-4402

October 15 - 5th Annual Car Show hosted by the Foley Assembly of God Church, Foley, Alabama, 8 am - 2 pm, registration fee is \$25 for first entry, and \$20 for each additional entry. Free dinner for registered participants, great door prizes! Visit www.foleyassembly.com for more information!

October 14-15 Madison, MS. 13th Annual Scarecrow Cruise & Car Show Registration starts 10am-5pm Friday Oct 14 at the Madison Square Center for the Arts, on Main Street in downtown Madison, MS. Saturday Oct 15 Registration opens at 7 am. Save \$5 Pre-register at www.msclassiccruisers.com and get complete show information & schedule.

October 22 - Dauphin Way Baptist Church 7th Annual Shirley Looney Memorial Car Show, please visit www.dwbc.org for flyer and registration information





Cruise Ins

Time	Location	Address	For More Info Contact
Every Thursday	Sonic in Bay Minette	Bay Minette, AL (Feb-Nov)	
1st Saturday	Edgewater Mall	Hwy 90, Biloxi MS	Jimbo 228-596-0664
1st Saturday	KFC In Tilman's Corner	Tillman's Square, Hwy 90	Jo Jo Johnson 251-367-6643
2nd Friday	Hooters	Daphne, AL (Feb-Nov)	
2nd Friday	Downtown Cruise	Ocean Springs, MS	
2nd Saturday	What-A-Burger	Airport & Snow Road	Bubba Blanton 251-610-4032
2nd Saturday	Dillard's	Eastern Shore Mall	Eastern Shore Cruisers
3rd Thursday	Sonic	Foley, Hwy 59 (Mar-Nov)	
3rd Saturday	Beef O' Bradys	Spanish Fort, Hwy 90	
4th Saturday	Ingalls Engineering Complex	Pascagoula, MS	Magnolia Classic Cruisers
4th Saturday	10126 Grand Bay Wilmer Rd	10 am - 2 pm	Grand Bay Country Cruiser
4th Saturday	Stoney's BBQ 5-8 pm	Hwy 43 , Saraland	Northside Cruisers
Last Saturday	Sonic - Hwy 59 South	Robertsdale, AL	251-747-2022

Cruise-Ins in the Region

August 27 Biloxi, MS AMVETS Post 1 Cruisin' at Beauvoir (Home of Jefferson Davis), 2244 Beach Blvd, Biloxi, MS (Hwy 90), 2-5 pm (winter hrs) 6-9 pm (summer hrs) Music, 50/50 drawing, Raffles, food & beverages available. Open to all car clubs & independent owners, group clubs can reserve parking spots together, everyone welcome to visit; for more info. Call "Ski" at 228-324-6444 or Sandy at 770-378-4317.

August 27 Pascagoula, MS. 4th Saturday Night Cruise-In, Magnolia Classic Cruisers: Ingalls Engineering Complex, 3943 Denny Ave. (Hwy 90 next to KFC), Pascagoula, Ms Large Parking lot is 100% lighted, 6-9 pm. Cruiser of the Month Award, 50/50 with door prize drawings from 50/50 tickets. For additional Info:, Call: Bob Hand at 228-218-7218, Magnolia Classic Cruisers of Jackson County MS.

August 27 4th Saturday Night Cruise In Picayune, MS. Boulevard Cruisers Cruise In. 6-9 pm. Hudson/Burger King Parking lot. Memorial Blvd. Oldies Music and 50/50.

September 2 Pass Christian, MS 1st Friday Night Cruise-In. 4-8 pm at the West end of the New Pass Christian Harbor.

September 3 Biloxi, MS 1st Saturday Night Cruise-In at Edgewater Mall, Hwy 90, Biloxi, MS. Music Terry Masons Hot Rod Show, 6pm-9pm. 50/50, Prizes sponsored by AutoZone. Hosted by the Coast Cruisers. info 228 596-0664.

September 3 Slidell LA Open Cruise Night North Shore Square Mall, Northshore Blvd. and I-12, Slidell, La. Coastal Cruisers of Slidell Open Cruise Night 5-9 pm. Music, 50/50, Call John at 985-400-4527 for information.

September 10 Bay St. Louis, MS. 2nd Saturday Cruise-In at the Train Depot. 6-9pm. Music - 50/50 - Prizes. Local Restaurants across street from cruise-in. Open to all Car/Truck/Bikes Everyone Welcome.

September 10 Biloxi, MS Second Saturday Night Super Cruise-In at Edgewater Mall West parking lot. 6-9 p.m. Music 50/50, fun and friends. Spend a warm evening with cool cars and friendly people. Hosted by Mississippi Beach Cruisers, Antique Auto and Engine Club of Mississippi and Mississippi Coast Mustang Club

September 10 Wiggins, MS Second Saturday Cruise-In at Wendy's in Wiggins. 6pm.

September 17 Biloxi, MS AMVETS Post 1 Cruisin' at Beauvoir (Home of Jefferson Davis), 2244 Beach Blvd, Biloxi, MS (Hwy 90), 2-5 pm (winter hrs) 6-9 pm (summer hrs) Music, 50/50 drawing, Raffles, food & beverages available. Open to all car clubs & independent owners, group clubs can reserve parking spots together, everyone welcome to visit; for more info. Call "Ski" at 228-324-6444 or Sandy at 770-378-4317



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