



## Celebrating National Car Collector Appreciation day Ice Cream Social



To honor all our local car collectors Deep South Region celebrated the same way the Antique Automobile Club of America's Library did. We had an ice cream social. Nothing gets people to together better in the hot southern summers than ice cream.

Everybody brought ice cream or toppings to share. It was a great time to just visit and enjoy each other. Thank you to all who collect and/ or restore these beautiful cars for many future generations to enjoy.

We had many young people at our event this year. See you next year for a bigger event!

- Charlotte Dahlenburg



## Our Secretary Graduates from High School



School and old cars have been important to Mallory Henderson all her life. Many of our members have watched Mallory grow up in to an amazing young woman. In May Mallory graduated in the Honors Society as well as Spanish Honor Society and received the Government and Spanish 2 Award. She has been a top student at St. Paul's Episcopal School.

At our May club meeting we celebrated Mallory and her great accomplishments graduating from high school.



Mallory began attending meeting with her dad at a very young age. Mallory has been our secretary for the last two years. This will be her last meeting before heading off to Auburn University.

Auburn is getting an awesome student!  
- Charlotte Dahlenburg

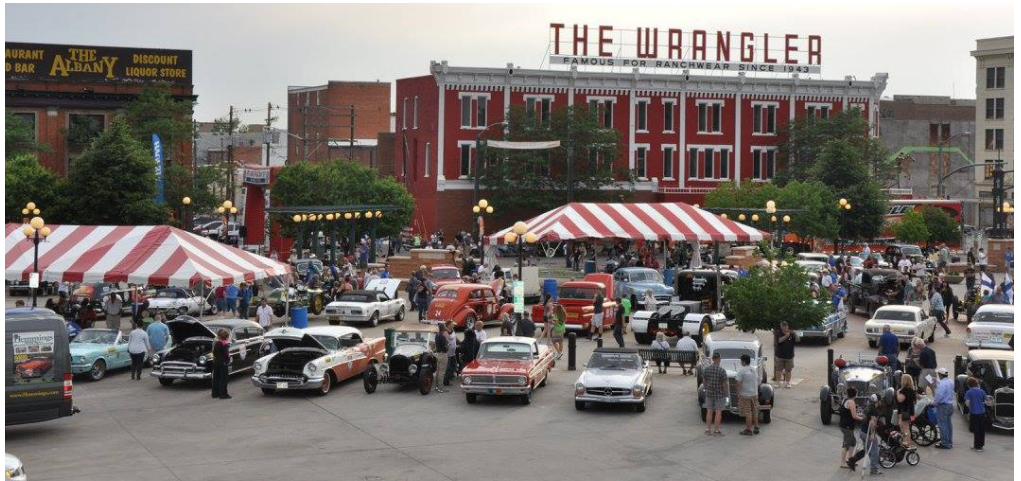
# What is the Great Race? Amazing Adventure!

The Great Race is a Great Adventure, a great test of endurance, of skill, of team work, of patience, of innovation, a great time with friends and family with great moments in history.

The Great Race is the greatest trip of a lifetime...

Many participants make big sacrifices to compete in the Great Race. Just about every participant schedules their lives around the Great Race. Participants enjoy many hours behind the wheel in a classic car and embrace the challenge of meeting specific timelines trying to get that perfect score, an Ace. Traveling the back roads of America, seeing some of the most spectacular scenery and some of the greatest sights in the US.

The Great Race is an antique, vintage, and collector car competitive controlled-speed endurance road rally on public highways. It is not a test of top speed. It is a test of a driver and navigator's ability to follow precise course instructions and the car's (and team's) ability to endure on a cross-country trip. The course instructions require the competing teams to drive at or below the posted speed limits at all times.



*Every evening the cars are displayed for the locals to view. This stop is in Cheyenne Wyoming at the historic train depot.*

The Great Race is the world's premiere old car rally, and it has traveled many miles in its 34 year existence. The Great Race is a nine day journey that covers nearly 2,500 miles in vehicles built in 1972 and earlier.

This was Scott and Mallory's fourth year participating in The Great Race as an X-Cup team and Ashley's second year. X-Cup teams must have a driver over 21 and a navigator under 21. The Alabama team drove a 1964 1/2 Ford Mustang. Mallory and Ashley both graduated from St. Paul's Episcopal School in Mobile this year.

The course started in San Rafael, California on June 18 and ended in Moline, Illinois on June 26. The 9 day course along the Old Lincoln Highway was a test of skill. Stops along the way include cities like Old Sacramento, CA, Reno, NV, Bonneville Salt Flats, UT, Rapid City, SD and Cedar Rapids, IA all before finishing in Moline, IL.

The trip to get to San Rafael took us through Mississippi, Louisiana, Texas, New Mexico, Arizona and up through California. Our first

overnight stop was in Wichita Falls. We spent a little bit of time looking for the Falls. We toured the Cadillac Ranch long enough to see how much spray paint can be applied to a vehicle. At some areas it was as much as a foot thick.

We traveled alongside the famous Route 66, seeing from a distance the Painted Desert, old abandoned hotels, lava flows from Sunset Crater Volcano and many ghost towns.

We stopped in Gallup New Mexico for the night. Gallup is known as the most patriotic town in the US. It is the home of the Navaho Code Talkers.

On our way through Arizona we stopped at the breath taking Grand Canyon. We spent some time stopping at several of the turnouts to take a picture of the Canyon. Some of the turn outs were not designed for pulling a trailer, so Darrin and Scott would trade out driving around them so we could get photos.

Our goal was to make it to Barstow, California before stopping for another night. After crossing the Mojave Dessert we made



*Wondering Troubadours of Finland crossing the days finish line.*



it to California. As we went through the inspection station at the border one of the employees said "Hi, welcome to California." At the next gas station we figured out that she meant High as in High price gas. Diesel went from \$2.20 a gallon to \$3.79 a gallon.

Our last day of travel to reach San Rafael took us through the central valley of California. For miles in all directions there were fruit and nut trees, almonds, walnuts and pistachio. We stopped at a fruit stand and purchased some peaches and cherries. Central California was full of beautiful farm country.

As we drove into San Francisco we were given the unexpected treat of driving over the Golden Gate Bridge. We were the Great Racer first to arrive. 2432 miles in the books! Little did we know how much the extra day would mean when it came to adjusting to the new time zone.

Great racers began to arrive in the morning. Scott and Mallory were greeted by old friends from previous races. For a few days we worked on getting the car ready as well as replacing the used seals on the trailer. Sight-seeing included Fisherman's Warf, the Golden Gate, Beacon Hill, Muir Woods National Monument and driving up Lombard Street as far as an excursion was allowed to go. We were surprised on how cold it was in San Francisco.

One of the first events that we attended was the showing of the movie "The Great Race" starting Tony Curtis. The Leslie Special and the Hannibal 8 were parked in front of the historic San Rafael Movie Theater. I eventually got to take a ride in the Leslie Special around the parking lot at the host hotel.

The next morning race events got into full swing. We started the day with the Measured Mile and Rookie School. Then all five of us climbed into the mustang and headed out to get the photos of the car with the Golden Gate Bridge. We lead the Japanese



## Great Race daily round up



Friday June 17 the Great Race held a Trophy Run that went through the back hills of Sonoma Valley. The team had a time of 20:03 and was in 21st place overall. Team Alabama took first place in the X-Cup Division and will be bringing home a granite plaque!

Stage 1 (June 18) San Rafael to Old Sacramento. The team came in 38th overall with a 40.74 second day. Scott and Mallory enjoyed the day driving through some very technical courses through Sonoma Valley and ending the day in Old Sacramento. Final Score is 0:21 seconds.

Stage 2 (June 19) Sacramento to Reno. The team was in 36th place overall and came in 21st place for the day. With a 25.22 second day the team had a solid 2nd place in The X-Cup Division. Mallory and Scott had a highly technical day. The highlight for the day was to see history with the Thomas Flyer unveiling along with the Great Grandson of the driver of the famous New York to Paris race, 12th car to be inducted into the National Historic Vehicle Registry. Final Score is 0:26 seconds.

Stage 3 (June 20) Reno to Elko Nevada. The team was in 37th place overall. With a false start the team came in at 72nd place for the day with a time of 1 minute and 44.88 seconds and thankful that the worst leg gets thrown out. Highlight for the day was that the Great Race doubled the population of the small town of Austin for the days lunch stop but there was no shortage of Girl Scout cookies. Final Score is 0:19 seconds.

Stage 4 (June 21) Elko to Evanston Wy. The team came in 81st for the day and had a time of 2:08.04 but after scoring finals the team was in 38th place overall and 2nd in X-Cup Division with a 12 second day. Scott and Mallory enjoyed the Bonneville Salt Flats. The ignition switch wire shorted out so Scott used a survey flag wire and electrical tape to get the car started again. Final Score is 0:12 seconds.

Stage 5 (June 22) Evanston to Cheyenne WY. The team is in 37th place overall and 36th for the day and in 2nd place in the X-Cup Division with a 14 second day. Scott and Ashley

team with seven cars out to the bridge. After the photo shoot we headed back to the staging area near the host hotel.

Scott, Mallory and Ashley had just enough time to get in another try at the measured mile with success. A quick trip to Sonoma Speedway for two laps on the track was next. On the first lap around the track the car spit and sputtered. Scott had forgotten to put gas in the car. Who goes to one of the world's best race tracks and runs out of gas? Then it was our scheduled time for technical inspections and to get stickers.

The evening was spent on a dinner cruise in San Francisco harbor. We saw the Golden Gate Bridge, Alcatraz and San Francisco waterfront. The views were breath taking. The dinner had a little to be desired. They ran out of food before half the people got through the lines.

Friday we were up early for Rally School. This is the first day we wore our team shirts. The tie-dye shirts were a big hit. The afternoon was filled by the Trophy Run. This race will become the deciding factor if there is a tie for any place. Scott, Mallory, Ashley and I jumped into the car for the run. Scott was driving and Mallory was navigating, Ashley was observing and I was along to take photos.

The course took us through the back roads of Sonoma Valley barely getting over 25 miles an hour. The roads were ruff and it seemed as if we would be running into road block after road block. Luck was on our side and a garbage truck turned off the road, a cow moved out of the way and a stop sign aided in passing a slow vehicle. Scott and Mallory felt good about the run.

On the way back to the hotel the locals expressed their displeasure in having these Alabamians here driving slow on their roads.

We barely had time to clean up before we went to the reception at the golf course. We were anticipating



## Great Race daily round up Continued

had a snow ball fight in the beautiful mountains of Wyoming. The car gave them minor trouble vapor locking in the high altitudes. Final Score is 0:14 seconds. Final Score is 0:29.10 seconds.

Stage 6 (June 23) Cheyenne to Rapid City. 32nd place overall and 15th place over all with a time of 11.64 seconds, Placing them less than 10 seconds behind the X-Cup leader. Mallory scored two aces on this leg or the race. Scott and Mallory enjoyed seeing the Black Hills and seeing buffalo. Final Score is 0:11.64 seconds.

Stage 7 (June 24) Rapid City to Sioux Falls. 35th place for the day 30th place over all with a time of 19:40. Scott and Ashley enjoyed Indian Tacos at their lunch stop and the Badlands. The team was greeted by Miss South Dakota when they arrived. Final Score is 0:19:40 seconds.

Stage 8 (June 25) Sioux Falls to Cedar Rapids Iowa. DNF on leg 8 Scott and Mallory had a very good day going with scores of 1, 1 2, 2,13 before the fuel pump went out on the Mustang. Final Score is DNF.

Stage 9 (June 26) Cedar Rapids to Moline, IL. Scott, Mallory and Ashley finished this leg of the race together. Still getting excellent scores with Mallory getting another Ace Award. The team came in 40th for the day with a 19 second day. Final Score is 0:18.43 seconds 5 of those seconds were a penalty for Ashley riding in the car. After arriving at the final stop the team was presented with metals for finishing the race. At the Award banquet Scott won the Best Friend Award from Toshi of the Japan Team.

who would win the Hagerty Trophy. Finally Jeff announces the X-Cup team trophy winner and as soon as he said the team with the time of 20.03 seconds I knew it was our team! We finished the day in 21st place overall and get to bring home the granite plaque.

9 Days of competition, 9 days of travel, 9 days of Great Race.

The reality is that only about 20 of the 120 race teams participating won any of the prize money at all, and less than 5 of these race teams recoup their investment. Yet teams invest their entry money, travel expenses, vacation time and hard work to be a part of this Great Race every June. All to be part of an extended family of enthusiasts who love old cars, racing and each other. The friendships forged and reinforced each year of good days and bad days are probably the biggest reason everyone should enter the Great Race at least once in their lives.

...until next year. - Chatlotte Dahlenburg



I hope all of you had your air conditioners tuned up because as you all know they have been working overtime as of late, homes and vehicles. Of course we are all accustomed to this type of weather in the south.

I hope all of you are doing well as we are in the Dog Days of Summer. We had a lot of our members out at our June meeting. Vacations, Scott H. and company were in the cross country Great Race.

Want to remind you about our July meeting on July 28. This month we will have soup & sandwiches starting at 6:00 pm which the meeting will follow at 7:00 pm.

**TRIVIA:**

Detroit was founded by an explorer with what last name?

- A - Cadillac
- B - Pontiac
- C - Chevrolet
- D - Buick

Look forward to your answer at the meeting.

Best,

*Zeno*

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*"I rent a lot of cars, but I don't always know everything about them. So a lot of times, I drive for like ten miles with the emergency brake on. That doesn't say a lot for me, but it really doesn't say a lot for the emergency brake. It's really not an emergency brake; it's an emergency "make the car smell funny" lever." - Mitch Hedberg*

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The Sparkplug is published by the Deep South Region (DSR) chapter of the Antique Automobiles of America organization. The Sparkplug is non-profit and published for the information of club members and friends. DSR meetings are held every fourth Thursday of each month at 7:00 p.m. at the clubhouse located at 951 Forest Hill Drive in Mobile, Alabama. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$20.00; AACA national dues are \$35.00. Ownership of an antique vehicle is not a requirement for membership.

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**Check out the Deep South Region Website at:**

**Deepsouth.aaca.com**

**Also, members should visit our Facebook page.**



# Notes from the field: Ethanol, Vapor Lock and other Gas Woes

by Bob Mueller reprinted  
with permission from www.  
MilitaryVehiclesMagazine.com

The Chevy 235 has a reputation of vapor locking, and anyone with a G506 truck has probably experienced it on at least one occasion. Just like any classic "vapor lock" scenario, when you shut the truck down, or it stalls on a hot day (typically during or after a parade), it refuse to start again. Let it sit for about 15 minutes with the hood up, and the truck will fire to life.

After a friend and I both experienced the same problem during a Memorial Day parade, we tried a number of ways to prevent it. The problem was perplexing. Figuring I must be missing something obvious, I began to wonder about all the woes that now accompany ethanol gas, so I decided to do some research.

What I found validated some of the steps I had taken to prevent the problem. On the other end of the spectrum, I learned some of the things I was doing only compounded the problem! To be sure, today's gas issues have certainly given historic military vehicle (HMV) owners some significant challenges, especially given the prevalence of ethanol in fuel.

## A BIT ABOUT ETHANOL

Ethanol gas is typically known as "E10" or 10% ethanol and 90% petroleum gasoline. It is more formally known as "ethyl alcohol" and is derived from a variety of crops including sugar cane, sugar beets, potatoes and most commonly in the U.S., corn. Ethanol contains 34% less energy per unit volume than gasoline although it does have a higher octane rating.

The U.S., while not the largest producer (that would be Brazil), is still a heavyweight in ethanol production with 13.9 billion gallons produced in 2011. Up to a year of so ago, it was possible to get non-ethanol fuel at some gas stations (that usually imported it from Canada) in nearly any state. Those stations are now non-existent in many states and disappearing elsewhere.



*A lot of vehicle engine problems can be traced to the gas you use and when you use it.*

If ethanol is new to your area, and you are just starting to use it, the first word of caution is: Watch your fuel filters. Ethanol is an excellent cleaner and solvent. Most of your carburetor cleaning products contain ethanol (or a variant) as their primary ingredient. That layer of sludge in your tank or fuel lines that has been pretty much inert up to this point may be dissolved by the ethanol and plug your filters with a tar-like substance pretty quick. Keep an eye on them and carry spares. Usually, most of the material that will readily be dissolved is out of the system within a season of using ethanol.

What you may not realize is, in most cases, ethanol is blended into the gas at the station pump. While it is not supposed to exceed 10%, the percentage is not monitored that closely. Ethanol rates can vary dramatically. This is your first challenge and one you may not have a lot of control over, although sampling kits are available.

The ethanol they are blending in with your gas is hygroscopic, meaning it will readily absorb water. How readily? It will absorb water at a rate 50 times faster than conventional gas. If you recall the old gas line

antifreezes, there were three types – methanol, ethanol, and isopropyl. You don't see them around much anymore as the 20 gallons of gas you just put in your MV has 2 gallons (10%) of it included!

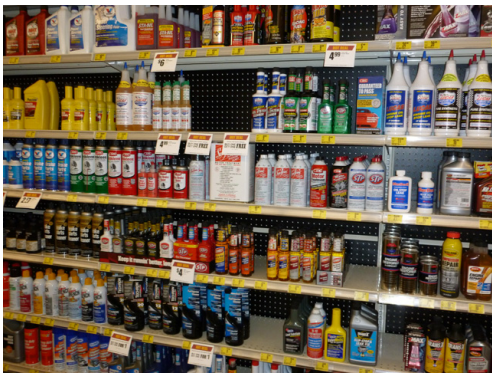
A very common complaint about E10 gas is that it does not keep (store) well. This is absolutely true. As the ethanol continues to absorb moisture, it begins a phase separation.

During this phase separation, the ethanol rich fuel separates from the remaining fuel (making it ethanol deficient), leaving you with two fairly distinct fuels in the tank.

Over time, this creates two layers of fuel: The top will have fuel that has very low octane (ethanol deficient), and the fuel at the bottom (the ethanol rich water layer) that is extremely corrosive. This creates a real challenge to any vehicle collector. Vehicles will sit for an extended period of time without use, allowing this phase separation to occur.

If you own any gas powered lawn equipment or anything with rubber hoses and gaskets, you likely have experienced the effects of alcohol that has been further enhanced by concentrating it via phase separation. The symptoms can either be poor





*There are shelves of “miracle” gas additives out there. Be cautious as most are largely alcohol and can make your vapor locking issues worse.*

performance from the ethanol deficient fuel due to low octane, or deteriorated components from the ethanol rich fuel. Many rubber and plastic components are particularly susceptible to ethanol degradation.

## FIGHTING THE EFFECTS OF ETHANOL

While not ideal, there are a few solutions that do help. First, use fresh gas. Under ideal conditions, E10 gas has a shelf life of 100 days, or roughly three months. Left to its own, it will have significant separation after that point causing poor performance and greater deterioration of susceptible components.

Secondly, absorbed moisture is the enemy. Take steps to control it: Keep gas cans sealed; store your gas in a location where there are not big temperature swings to cause condensation and keep your tanks full. Air contains moisture and allows for condensation. So, the less air, the less moisture.

Many of us in the northern areas of the country do not use our vehicles in the winter, so this leaves a full tank of fuel that will cause issues if left over the 100 days. Fortunately, there are products that will delay (not stop) the effects of phase separation.

Two major brands are Stabil and StarTron, although there are a number of others marketed under a variety of names. I recommend using both religiously when you add gas to your vehicle. I have used both successfully, but I believe StarTron does a better job

of negating the effects of the ethanol. Having dealt with many deteriorated fuel lines on vehicles and equipment, I switched to it a couple years ago and have not had a problem since. Keep in mind any stabilizer must be added before phase separation occurs.

One final tip on additives: Fuel stabilizers and upper cylinder lubricants (ex. Marvel Mystery Oil) are the only additives that are recommended with ethanol. Any of the ‘cleaning’ type products such as carburetor/injector/engine cleaners contain high levels of alcohol as their primary ingredient. All you are doing is adding more of the same ingredient that is likely causing your issue to begin with!

Contrary to any claims, the effects of phase separation are irreversible. Bad gas will never become good again.

## BACK TO VAPOR LOCKS

So let’s circle back to the vapor lock issue. Vapor lock is closely related to the volatility of gasoline—that is, the gasoline’s tendency to vaporize under a given set of conditions. The unit of measurement for volatility is known as “Reid Vapor Pressure” or RVP—vapor pressure of gasoline at 100 degrees Fahrenheit. It is actually measured by placing a specific quantity of gas in a sealed ‘bomb,’ shaking it and reading the attached pressure gauge.

Normal atmospheric vapor pressure (the pressure of air above our heads) is about 14.7 lbs/sq/in. Any liquid that has a vapor pressure greater than the atmospheric pressure (remember, this is typically 14.7) will boil. The higher the RVP rating, the greater the tendency of fuel to vaporize (and vapor lock).

Fuels sold in the winter are blended to have a higher RVP than those in the summer to aid in starting. By increasing the RVP, they lower the boiling point and increase its volatility so it takes less to turn it into vapor and hence start in the cold. In the summer, the warm temperatures are already assisting in the vaporization process so the gas itself doesn’t need to be as volatile.

Winter: High RVP = Lower Boiling Point = Faster Vaporization

Summer: Low RVP = Higher Boiling Point = Slower Vaporization

Raising the winter RVP is usually done with the addition of butane that is very volatile (high RVP) and inexpensive. The highest RVP gasoline commonly sold will have an RVP of around 15.0psi (measured at 100 degrees F). If that gas were in your tank on a hot summer day when the temperature reaches 100 degrees, it will boil in the tank. On a 70 degree day, the heat in the engine compartment will reach well over 100 degrees, especially in a parade or at rest.

Vapor lock often occurs when you first stop and shut off the engine as the temperature in the engine compartment will dramatically rise with no airflow. If the gas in that truck has an RVP of 15 and the atmospheric pressure is 14.7 you will have the gas boil in the engine compartment (carburetor) and enjoy what you commonly know as “vapor lock.”

The RVP standards do vary throughout the country as the RVP in Duluth, Minnesota, needs to be significantly higher in winter than that in Jacksonville, Florida. If you live in a northern climate you probably experience the full range of RVP rated gas through the course of the year. This is very important to note.

## Gas Storage Do’s and Don’ts

- Avoid keeping gas over 3 months
- Do store gas in a location with a stable temperature to avoid condensation
- Do keep your fuel containers sealed
- Do add gas stabilizer to any fuel that won’t be consumed in 3 months
- Don’t add fuel ‘cleaners’ to your gas

Quick Tip: Replace the screw plug on the bottom of your gas tank with a 2” nipple, petcock valve and plug (Just in case the valve is accidentally opened). This will act as a “dirt leg” to capture debris and water while also allowing you to easily drain fuel if you need it in an emergency or want to completely drain your tank. A barbed nipple can also be threaded into the petcock so you can hook fuel hose to the drain.

Remember that I had vapor lock at the Memorial Day parade even though I thought I had the problem licked? My inspection on this truck was due in early spring, so while it was out, I filled up the gas tank.

I live in a relatively rural area, so the gas station probably gets filled every couple weeks. Depending on the volume of business a gas station does, I could have easily filled the truck with Class D fuel with a boiling point of just 131 degrees. Do you think the engine compartment could reach 131 degrees on an 87 degree day moving along at parade speed of about 3 mph? You bet! Add to this, ethanol raises the RVP by an additional 1 psi (from 13.5 to 14.5). There is no question boiling can occur. In general, it can be said that ethanol will increase the likelihood of vapor lock by 10% just because it raises the RVP so much.

It was the perfect storm of low boiling points and hot engines. Like taking the cap off of a very hot radiator, and having it violently boil and steam, boiling is most likely going to occur where there is a sudden drop in pressure. This can happen just prior to the fuel pump or as the fuel enters the carburetor bowl.

At one of these points, the slight pressure created by the fuel pump within the fuel line will drop to zero, immediately lowering the boiling point. As the fuel boils, it turns to a frothing combination of boiling gas and vapor. This vaporish, boiling brew will not flow and is highly resistant to pumping, so normal flow will cease until it cools back to just liquid.

These issues are pretty much restricted to carbureted engines. Newer engines with fuel injectors are generally not susceptible to vapor lock.

### SOLVING VAPOR LOCK

So what is the solution? You have two options: Raise the boiling point or cool the fuel. All remedies will address one of these two issues.

In the case of my own vehicles, I now know it is best to fill them during the summer months when the RVP rating is the lowest, giving me the highest boiling temperature. I rarely use my trucks in the winter, and when I do, it is usually mild enough that starting isn't an issue.

Cooling the fuel will also work. This can be as simple as opening the hood and letting it cool on its own or putting a wet rag around the carburetor, where the boiling is likely occurring, to get it cooled down.

One of my trucks was much more prone to vapor lock than the others. One of the suggestions made to me was to remove the metal in-line filter that I had added to the gas line toward the front of the valve cover. It hung less than an inch or so above the valve cover and was a great heat exchanger to absorb the engine heat and add even more heat to the little bit of gas flowing through the system during a parade or idling. Removing that filter was a good idea and did

stop the vapor lock issues until this spring.

If you don't have a Bakelite spacer between your carburetor and the manifold, then I suggest you get one. It prevents the manifold heat from being transferred directly to the carburetor.

Insulating the fuel lines near the engine may also help. There are wraps available for this very purpose.

Replacing a mechanical fuel pump on the engine with an electrical pump close to the fuel tank can also reduce the fuel line vapor lock problem. The electric fuel pump eliminates the mechanical fuel pump as a source of heat, provides greater pressure on the line and hence increases the boiling point, as well as being able to overcome lesser degrees of vapor lock. Lastly, hot fuel with vapor can be pushed much easier than pulled as your mechanical fuel pump does giving some advantage to an electric fuel pump.

Hopefully, this explanation of gasoline, ethanol and vapor locks will keep you from standing on the side of a road with your MV's hood up, wondering if you should have put in a different quality of gas. Understanding how the gasoline responds to your vehicle and the environment is the first step toward keeping our historic military vehicles rolling on!

#### Tips to Avoid Vapor Lock

- Remember there are only two ways to prevent vapor lock – cool the fuel or raise the boiling point
- Avoid using winter formulated fuel in the summer
- Use the lowest octane fuel you can that still avoids "knock"
- Keep fuel lines from direct contact with hot engine parts
- Remove fuel filters that may be directly over the engine and manifold



## Quack! Quack! Grand Opening

**Get ready to experience the most entertaining tour in America at Battleship Memorial Park!**

If you want to enjoy an awesome experience on a different kind of vehicle try going on the Duck. Is it a car or is it a boat. It is both.

Every chance I get when I travel to do the Duck tour I jump at the chance. It is a fun way to see the area and also learn a little bit of history.

Mobile now has a duck at the Battleship. They give a 40 minute tour. Check out the details at [www.GulfCoastDucks.com](http://www.GulfCoastDucks.com) to enjoy the experience.

- Charlotte Dahlenburg







## Refreshments

**July 28:** Soup and Sandwiches at 6 pm

**August 25:** Dahlenburgs

**September 29:** Italian Dinner at 6 pm

**October 27:** Martha & Judy

**November 17:** Ross

**December ?:** Christmas Dinner

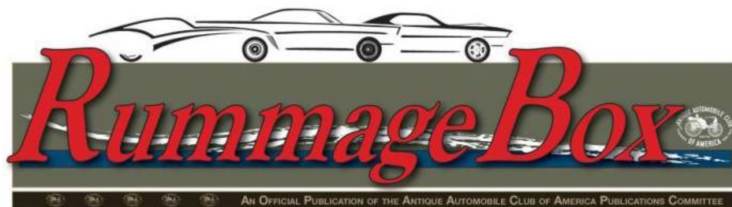
## Up Coming Events

**Our next meeting** is Thursday, July 28 at 7 p.m. at the Club house. We will be having soup and sandwiches at 6 pm. See you there!



**Guess what this is? What does this go to? Email your answer to [dsr36608@gmail.com](mailto:dsr36608@gmail.com).**

*Answer for last month: 1962 Mercury Monterey Classic*



## My Name is Earl...



*By Earl Mowrey VP Youth Development*

RUMMAGE BOX

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My Name is Earl...

By Earl Mowrey

VP Youth Development

Hi. My name is Earl and I am a caraholic. Who knows when it began? My father building late model and super modified race cars in the family barn or maybe the 1958 Impala convertible with a 348 and three deuces that was my mother's first car.

It is hard to point to one simple beginning, but along the way I have learned a few things. Never put a rusting MG into long term storage and that my talent is not deep enough to finish a drop center frame H modified Crosley with an Almquist Engineering body. If you are reading these words you are either a card carrying caraholic or an enabler.

Over the years, I have learned how to start an Antique Auto Restoration College program and how to organize a successful old car youth event. I never tire of giving tours of my shed - mahal or taking young people for a ride in vintage tin.

As AACA National Director of Youth development I have collected a committee of like - minded enthusiasts from across our country. We promote various initiatives including the Hagerty Youth Program, College Chapters that are supported by AACA Regions, High school and middle school clubs, grants and scholarships for the Great Race X-Cup teams, as well as the annual AACA College Scholarship Program and even the AACA Greenhorn Region, a non-geographic region for young people.

I can talk to you all day about this wonderful hobby but I am not the Future. The FUTURE lies with our children and grandchildren. Our Youth Development Committee members are glad to share their time with you discussing your youth initiative programs or possibly starting one.

So give this old caraholic a call and we will talk about our future.





# The Sparkplug



## What is our local club all about?

We participate in a variety of activities during the year.

- National and Regional AACA meets and tours.
- Antique and classic car shows
- We host a show of our own in the spring of each year.
- Participation in various parades in and around Mobile and Baldwin County such as: Mardi Gras parades, Veterans' Day parade, Mobile's Christmas parade and more.
- Displaying our vehicles for the residents of local health care facilities
- Outings
- Tours to members garages to see their facilities and learn from what they have.
- Annual club Thanksgiving lunch.
- Annual Christmas party
- Monthly meetings.



## Why join the Deep South Region of AACA?

- To enjoy the benefits of belonging to the AACA. National AACA Membership, dues \$35.00 per year. This membership is for both husband and wife if applicable. Both enjoy voting privileges, are eligible to join an AACA local organization and are eligible to exhibit cars in national meets, to participate in tours hosted by Region/Chapters all across the U.S., and compete for national prizes and annual awards. Membership includes a copy of the bi-monthly Antique Automobile magazine.
- To participate in activities related to antique and classic vehicles.
- To learn more about your antique or classic car from other members, guest speakers, and programs.
- To help find parts and dealers who supply parts for the hobbyist to maintain his/her vehicle.
- To socialize with other owners.
- Our monthly award winning newsletter.
- 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.
2. The meetings are held at the Deep South Regions' clubhouse at 951 Forest Hill Drive Mobile, Alabama.
3. You may join any time by joining the National AACA organization. Go to [aaca.org](http://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.
4. 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: \_\_\_\_\_

Applicant's Signature: \_\_\_\_\_

Date \_\_\_\_\_ :

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.



## What have you been up to?



We had to pull the transmission out of the DeSoto a week ago Saturday. Thus our absence at the ice cream social. We also took the drive shaft out to a local shop for balancing to be told they couldn't do it as they didn't have the adapters. They told me to call a place in Bakersfield who also declined. Those folks told me of a place in Los Angeles whom I also contacted. Armando assured me they could balance it at their Spring, Texas location (a suburb of Houston - are you keeping up with these places?). So I UPS'd the drive shaft to Texas for about \$75.00. Two days later, Peter from Spring who had a mild Hispanic accent called to say he couldn't do it as he didn't have the tools

and wanted to send the shaft back. Feeling somewhat shafted myself I sternly told him to contact Armando as he had checked enough to decide I could be done and even gave me an RR number. He was to get back to me. He hasn't yet, so I have no idea where the driveshaft is.

On another front, a fellow DeSoto owner in Cleveland is sending me inspection stamps for the engine bay. He says they add a really good touch and impresses skeptics at shows.

When I bought the DeSoto in 1999, the ad said "not for the faint of heart". It doesn't seem to be getting better.

- Paul



I was briefly at a British car meet in Oxnard California, with Tony Ly of the North American MGA Register. I had to leave for another engagement, but got some shots of MGAs, TR2s... TR3s...Frogeye Sprites, Big Healys, and a Sunbeam Tiger. Even showed an MGA Twin Cam...this one used in racing. They had 4 wheel disc brakes, rare in the late 50s.

Tony Ly is next to the red MGA fixed head Coupe wearing a light blue shirt and khaki pants.- Brian Daly



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# 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](http://www.dwbc.org) for flyer and registration information



# National



**31-Aug 3 - Eastern Divisional Tour • Richmond, VA •** hosted by Richmond Region

**August 2016**

**July - Aug 3 - Eastern Divisional Tour • Richmond, VA •** hosted by Richmond Region

**11-13 - Southeastern Fall Meet • New Bern, NC •** hosted by 1st Capital Chapter of North Carolina Region

**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 Region AACA and Low Country Region HCCA

# Car Shows in the Region

**July 29-30 Wiggins, MS 6th Annual Red Creek Classic Car Appreciation Picnic & Cruise-in** at Flint Creek Water Park, Highway 29, Wiggins, MS. Friday July 29 - Local stamping stops for prizes. Friday night cruise-in. Saturday July 30 - 8am - 4pm 6th Car Club Appreciation Day Picnic & Cruise-in. NOT A SHOW & NO AWARDS. All Car Clubs and independents are invited to attend - there will be hamburgers, hot dogs & cold drinks. No charge to attend. NSRA Members (don't forget your NSRA membership card to get your appreciation pin) This show is hosted by the Red Creek Classic Car Club.

**August 19, 20 & 21 - Perdido Seafood Festival** at the Escambia Equestrian Center in Beulah, Florida. 3 days of Music and Seafood! Antique Car and Boat Show, fine arts and crafts, and so much more!!!! Visit [www.perdido seafood festival.com](http://www.perdido seafood festival.com) for additional information!!!

**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



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# 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
4th Saturday	Burger King	Highway 43 in Saraland	North Side 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

**July 30 D'Iberville, MS. 5th Saturday Night Cruise-in.** D'Iberville Wal Mart neighborhood Market and Hardees. 6-9 pm. Hosted by MS Beach Cruisers. For more information call 228 392-6134 or 228 324-1301.

**August 5 Pass Christian, MS 1st Friday Night Cruise-in.** 4 pm-8 pm at the West end of the New Pass Christian Harbor. (behind MotherCluckers and Keith's Super Store)

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

**August 6 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.

**August 13 Bay St. Louis, MS. 2nd Saturday Cruise-In** at the Train Depot. 6-9 pm. Music - 50/50 - Prizes. Local Restaurants across street from cruise-in. Open to all Car/Truck/Bikes Everyone Welcome.

**August 13 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.

**August 13 Wiggins, MS Second Saturday Cruise-in** at Wendy's in Wiggins. 6pm.

**August 20 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 20 Pass Christian, MS 3rd Saturday Night Cruise-in.** 4-8 pm at the West end of the New Pass Christian Harbor. (behind MotherCluckers and Keith's Super Store).

**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



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