



The Sparkplug



Deep South Region AACA Newsletter

Vol. 49 No. 8 September 2016



The Ongoing Saga of Preparing the DeSoto for a National Meet

Sail boats are black holes that you pour money into. I think DeSotos are too. We have been trying to get the convertible into shape for an AACA meet. It isn't going well. For the last update we reported that we'd removed the transmission and it was at the rebuilder. I think the rebuilder was on hiatus – the heat, a call of the casinos, we don't know. We just know that finally he called to say, wait for it, "I need more parts". So, more money sent off to Fatco, who should be getting fat off of our purchases. At least when we got the parts, the rebuilder reduced his cost to us by \$200 (Yeah! One for the home team!).

Previously we had sent the driveshaft to Houston to be balanced. Turns out, they couldn't, and they didn't know enough beforehand. Anyway, after having to tell them to send the driveshaft back, we had it waiting for the transmission. The transmission (a Powerflite 2 speed automatic) normally is not difficult to put in – unless you have a convertible. The convertible has a huge "X" that criss-crosses the chassis to give it strength. It also hampers installation of a transmission. This installation was also hampered by the fact we had a bearing in backwards with a resulting quarter inch space between the transmission and the bell housing. It took about four aggravating hours to take the thing back out, carefully take the front plate off the transmission and re-orient the bearing. Then, of course it was a fight to get it back it.

The "piece d' resistance" for this was that once we opened the box with the driveshaft, we found that the Houston people had not put the faceplate back on the front of the universal joint (which is a truly odd type of joint) and all the balls and needle bearings fell out during shipping. The Fireflite model of the 1956 DeSoto has a special front universal joint assembly. We were lucky that Andy Bernbaum in Boston had the parts that we needed to get the joint assembled,



Inside: Alabama Brands 3 Long Journey 6 Main Street 10

then mounted.

And on to the shifter cable. The service manual has several pictures and fairly extensive instructions on how to get the shifter cable back into the transmission. Push the buttons on the dash to engage Low, then raise the car on the hoist and push and pull the cable back and forth into the transmission. Push and pull the backup light cam out of the way, yadda, yadda, yadda. The damn thing kept shifting out of Low. We would put the car in Low, raise the hoist, fiddle with the cable, hear the shifter on the dash pop out (it's a push button transmission), lower it down and start again. The definition of stupid is doing the same thing over and over and expecting something different to happen. We. Are. Stupid. On about our sixth try, I climbed into the car, we lifted it and I held the damn button down and, bingo, it set. GRRRR.

We had no backup lights. If we bypassed the switch, the lights came on. So, we needed a new switch. I found one on Ebay as it was Sunday night. About \$40 with shipping. Monday I was out at Zeno's and asked Freddie if he knew where to get a switch. He sent me to Car Quest. They had it for \$10.00. It felt a bit like that old saying about marrying in haste. End result, I will have two. I understand they often die, so we're set.

Task Two: Remove the rear window of the convertible top and get it to the upholsterer to replace two torn sections of vinyl. The rear window is a wrap-around style. It was only used in 1956. Because it wraps around you have to unzip the window before lowering the top. Everyone knows this except for brain dead 16 year olds who are trying to impress their 15 year old girlfriends. Rip!

To take out the window you have to remove three layers of vinyl covered molding and/or metal hold downs. The last piece is a "u" shaped metal



piece that is packed with a felt like material. The material holds staples so the vinyl can be fixed to the metal piece for remounting. We removed staples, then removed some more staples and finally removed the final staples. Obviously, the last installer had a pneumatic staple gun and

staples are cheap. I am truly dreading the task of putting the piece back in when the upholsterer is finished.

We had hoped that the car might be ready for the October show in Texas. We are now thinking we might make it to Florida in February.

Paul Dagenais

5th Annual
Car Show
Hosted by Foley Assembly of God
Benefit Fundraiser

Saturday October 15, 2016
FREE to Public 8am-2pm
Registration \$25 (\$5 off additional entry)
foleyassembly.com



Trophies for TOP 35, Best Of: Original, Custom, Street Rod, "Rat Rod", Engine, Paint, Interior, Import, GM, Ford, Mopar, Mustang, Corvette, 4-Door, T-Bucket, 4X4, Camaro, & Most Unusual, Farthest Travel, and MORE!



Complimentary Dinner for Drivers & Door Prizes!!

Event Location: 314 East Azalea Ave. Foley, AL 36535
For More Info: Contact Judd Sessions 251-232-5856
Event Held "Rain or Shine"



3 Alabama car brands were made in golden age of autos

Great Southern



Reprinted with permission exclusive to DSR By Kelly Kazek | al.com

These days, Alabama is home to plants of several auto and parts manufacturers, including Hyundai, Honda, Toyota and Mercedes-Benz. But many people don't realize three early companies designed and created car brands unique to Alabama: The Keller Car, the Premo Car and the Great Southern Automobile.

Only three of these Alabama-made cars remain, all Kellers. Car historian Vance George, who owns a Keller along with his brother Lance, said independent auto makers faced huge challenges.

"Alabama's earliest automakers – Great Southern, Preston Motors, and Keller Motors – were promising and admirable ventures that just did not become successful due to various issues and challenges. But failure and 'what could have been' sometimes make a good story."

As car companies cropped up across the country, it wasn't surprising some would land in Alabama. "During the earliest years of the great boom of the U.S. automotive industry, the automobile was a cultural sensation. Every entrepreneur and every manufacturing company wanted to get into the auto business and build cars," George said.

He said most owners of these companies had little-to-no manufacturing experience and poor financing, making them vulnerable. "When any newspaper printed any story



A silent film star known only as Doralдина poses with her Alabama-made Premo car outside the Preston Motors Co. factory in Birmingham. (Source: J.D. Weeks)

of a weak automakers production slip, company scandal, late paychecks issued to their employees, or any other rumbling or grumbling, public confidence in a company would erode and they would descend into bankruptcy. It was purely survival of the fittest."

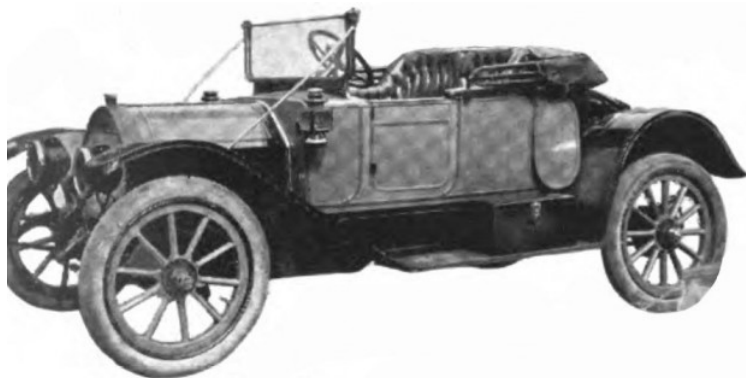
Here are brief histories of the three vintage auto companies in Alabama.

Great Southern Automobile Co., 1909-1917, Birmingham

The earliest of the state's car companies was founded in 1909 in Birmingham. Because its demise was nearly 100 years ago, no known intact car or car part survives.

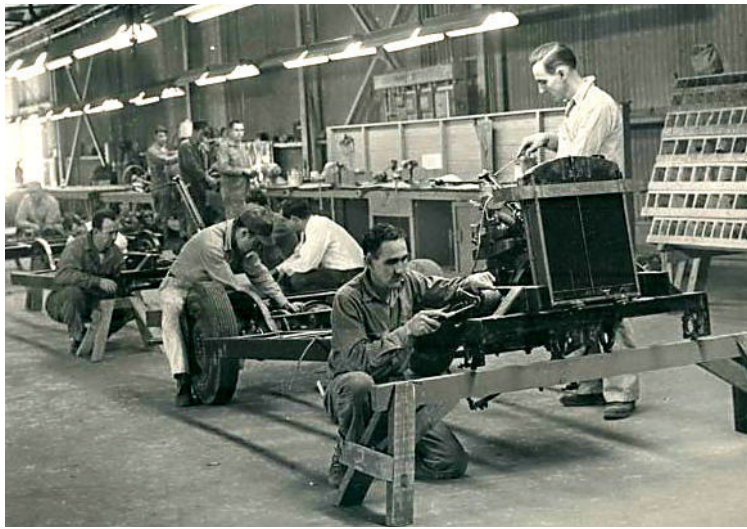
Beginning in 1912, Great Southern had sales offices located in the ca. 1909 Empire Building in downtown Birmingham, which was the tallest in the state when it was built and still exists today. The company made cars, parts and buses at a plant in Ensley.

The company's first car as a Model 50 touring car. By 1913, it was making the Great Southern 30, available as a two-seat roadster and a five-seat touring car, and the Great Southern



Model No. 30 from the Great Southern Automobile Co. in 1914. (Source: Wikipedia Commons)





Keller Motors Corp. cars being produced on Redstone Arsenal in Huntsville. (Contributed by Lance George/Huntsville Rewound)

51, a six-seat touring car sold for \$2,100. The company went bankrupt in 1917.

Preston Motor Co., 1919-1923, Birmingham

Cars made by Preston Motors were initially called Preston cars when the company formed in 1918 but the name was changed to Premocars after the company was re-organized under Preston Orr in 1919. Author J.D. Weeks said in his book "Premocar: Made in Birmingham," the cars were manufactured at on Vanderbilt Road at 18th Avenue North before the company went bankrupt in 1923.

Of the 500 cars to roll out of the factory, the Magic Six racing car was one of the flashiest.

A 1921 edition of Motor Age Magazine described the Premo Roadster: "The Premo Roadster is on stock Magic

Six chassis, which for two years has proven its worth in the touring car. The Premo car roadster, the latest model to be announced by the Preston Motors Corp., Birmingham, Ala., is attracting favorable attention both in the domestic field and in export circles."

The cars were priced from \$1,295 to \$3,865. Today, no Preston or Premocars are known to survive, George said. "Only one single radiator badge is known to exist from the early Preston Car," he said, and it is owned by his brother, Lance, who found it at a flea market. "A single Premocar radiator badge is known to exist in the collection of a Georgia automotive collector. These two radiator badges were simply mementos that the owners saved before sending their cars to the crusher."



The Premocar Magic Six racer. (Source: Bham Wiki)



Keller Motors Corp. cars being produced on Redstone Arsenal in Huntsville. (Contributed by Lance George/Huntsville Rewound)

Keller Motor Corp., 1947-1949, Huntsville

In April 2013, the George brothers realized a dream when they became owners of one of the three existing Super Chiefs, which they plan to restore. The Super Chief was a wood-sided station wagon that was one of Keller's main designs.

Keller Motor Co. was founded by George Keller, who had worked for 28 years as a salesman at Studebaker in Indiana, with the help of others. Keller approached John Liefeld, owner of California-made Bobbi-Kar and, with the help of Hartselle promoter Hubert Mitchell, bought the company and eventually moved it to Redstone Arsenal in Huntsville, according to a Keller Motor Corp. history by Lance George on his website, Huntsville Rewound.

The company folded after George Keller died suddenly in October 1949. Other than the Keller owned by the Georges, the two other surviving cars are owned by Sam Barnett of Union Grove, and Buzz Howell of Hartselle.

Last of 3 remaining 1940s Keller cars comes home after Huntsville brothers buy Super Chief

Reprinted with permission exclusive to DSR By Kelly Kazek | al.com

HUNTSVILLE, Alabama - In the 1970s, when Lance and Vance George were teenagers, all types of automotive magazines could be found scattered throughout their Huntsville home.

The brothers' dad, Gene George, was an antique car enthusiast who passed the bug to his sons. In 1975, the boys came across a magazine that featured the story of the Super Chief, a car built by Keller Motors Corp., and were intrigued.

They eventually learned:

- The cars were built in Huntsville in the late 1940s.
- Only 18 of the "woodies," or wood-sided wagons, were made.
- Only three survive.
- After buying a defunct furniture company, a Hartselle promoter invested in Keller cars reportedly to find a use for the hundreds of aircraft seats in his possession.
- Super Chief designer George Keller died in his bed at age 56, which also marked the death of the manufacturing operation.

The fire to own a Keller car was ignited.

In April, the Georges realized a dream when they became owners of one of the three existing Super Chiefs, which they plan to restore. They organized a reunion of Keller car owners held Tuesday, May



The Super Chief owned by Sam Barnett of Union Grove has been restored to show quality. Car enthusiasts saw it at a reunion of the three remaining Keller cars Tuesday, May 14, 2013, at Redstone Arsenal. (Contributed by Vance George)



Two Super Chiefs were displayed at a reunion of Keller Motors Corp. cars Tuesday, May 14, 2013. (Contributed by Vance George)

14, 2013 at Redstone Arsenal outside a building where the Keller factory was housed from 1947 to 1949.

Sam Barnett of Union Grove, the owner of the one of the other two known cars, attended. Buzz Howell of Hartselle, who owns the third car, was unable to attend. About 200 other car enthusiasts came to see the rare cars.

Owning the car is a culmination of a dream that began as "just another interesting topic brought up at the family dinner table," he said.

"I heard the tale of the Keller car from time to time as part of Arsenal lore and legend."

"Years later, I ended up working directly across the street from the Keller factory on Redstone Arsenal on the NASA side and heard the tale of the Keller car from time to time as part of Arsenal lore and legend," Vance said. He works for a NASA contractor and is a certified appraiser for antique and collectible cars. "I tried to buy the car we now own twice before, and also the existing Hartselle car on several occasions, but a deal could not be reached on either car at these previous times."

Birth and death of the Super Chief

The seed for the Keller Super Chief was born with a little known auto called the Bobbi-Kar built in San Diego. When builders and investors were looking for an inexpensive place for a factory, they were courted by Huntsville officials looking for businesses to replace the arsenal and Bechtel-McCone Aircraft Corp., which were closed in the post-war years, according to a Keller Motor Corp. history by Lance George on his website,

Huntsville Rewound.

Keller, who had worked for 28 years as a salesman at Studebaker in Indiana, had approached Bobbi-Kar owner John Liefeld in 1946 and would eventually move to Huntsville with the operation, the Huntsville Rewound history said.

Keller had been thinking about forming his own car company to build what he called "the ideal car for the poor man." Once in Huntsville, Keller, Liefeld and several others decided to form their own company.

Hubert Mitchell of Hartselle financed the buyout from Bobbi-Kars. Mitchell had owned a variety of businesses, including an airport, a roadside cafe, a string of movie theaters and a theatrical agency. He once claimed Jesse James was still living and sponsored him on a tour, Lance reported on Huntsville Rewound.

Mitchell decided to invest in Keller. According to Lance's history, Mitchell said: "Keller wanted to call it the Mitchell Motor Corp. 'Hell,' I said, 'You're the man. We'll use your name.'"

A stock sale for the company in late September 1949 was a success and it seemed Keller was on his way. Company officers celebrated with a festive dinner on the Oct. 4.

It was not to be.

George Keller was late coming to breakfast on Oct. 5 from his room at the Hotel Algonquin. He was found dead in his bed of a heart attack at age 56.

"What we did was fold our tents," Liefeld said. "We paid everyone off, and that was it. What it amounted to was that with Keller gone, we had no spark plug left in the engine."

A Loooong Journey of Discovery

There are stories about the stars aligning and certain things happening. In fact three stars (planets) were aligned last winter and maybe that had something to do with the alignment that led to this Journey. The three non-planet things that happened were as follows: First there were no AACA or other club major activities that I would normally attend in the spring of 2016; Secondly our daughter Leslee had for some time been interested in acquiring our 1966 Mustang convertible – I promised it to her when she had a suitable place to keep it: Finally we were interested in sightseeing in Utah – we had travelled across Utah a number of times but except for Zion and Bryce Canyon National Parks we had never stopped to tour. All of this worked together this spring.

Around Christmas time Leslee sent us pictures of the garage that they were preparing for the Mustang and suggested she might fly from Washington State to come get the car. Since I had no National activities for April and May I advised her that we (Ardie and I) would bring it to her. Our plan was not to take the most direct route for this trip but to be tourists in Utah, starting at Moab in southeast Utah.

With the help of AAA and a friend who had recently toured SE Utah we laid out a general tour plan. I made airline reservations for the return home and now I had to figure out our departure date. About that time I received a newsletter from my Dallas TBird club announcing a Saturday night dinner at Little Elm, Texas. This happened to be a stone's throw from friends we wanted to visit. So that set our departure date.

Then I made reservations in Moab – could not get the exact dates we wanted, but close enough. These were the only fixed dates: TBird dinner, Moab and airline. Everything else was do as we wanted although we had a number of items on that "do" list.

So now all we had to do was pack up and leave. Well not exactly! It had been 10 years since we made a long trip in the White Mustang so it seemed advisable to do a little checking: brakes, ignition, etc. The mechanical work was done and the car drove well but the tires were a little old, like 13 years old. So we replaced them. Now the car is ready, or so I thought. A few days before departure the passenger's window



Bryce Canyon National Park

fell out of the track. Thankfully we were still at home and my friendly glass shop was able to make the repairs. We checked out the minimal parts and tools that I would carry with us, packed the luggage and departed Friday, April 22.

Our plan was we have plenty of time so let's take it easy with lazy mornings, short driving days and early evening stops. That mostly worked. Our first night out was Kilgore, TX and then we made it to Little Elm for the TBird dinner seeing friends that we see far too seldom. Sunday morning we drove to Norman, OK to visit the Stroms. The first car problem developed just south of Norman when the speedometer needle started bouncing more than I could ignore. So we pulled over and I disconnected the cable. At Stroms' Roy and I pulled a very dry cable out of the housing and lubricated it. We spent the night with Peggy and Roy. Now we are ready to resume our westward trip with our overnight stop at Tucumcari, NM.

The speedometer was again acting up and had to be disconnected. Later we found that the speedometer gears had worn off and were causing both the speedometer and odometer to read too low. The following day we drove to Gallup, NM against one of the strongest head winds I have ever encountered. The poor old six banger could not keep up to the speed limit unless going downhill. Between the forward speed of the car and the strong head winds there was a very noticeable breeze blowing over the top of the windshield. Upon arriving in Gallup an ominous noise was noted from under the hood. A little diagnosis indicated that the water pump was failing. That was one of the spare parts that were not in the trunk. Calling around in Gallup did not locate a pump and it was too late to have one ordered from Albuquerque. So the next morning we ordered a pump from Albuquerque for delivery the following morning. This meant

we spent an extra day in Gallup and would lose one of our days in Moab. We received the pump early Thursday morning and I had found a mechanic who promptly installed it. That put us on the road to Moab by 10:30 AM but one day short for our scheduled stop.

All of the way across New Mexico on Interstate 40 it is quite barren country and as we headed north out of Gallup it was even more so. We had lunch at Shiprock and there were so many barren bluffs around that I could not figure out which was Shiprock. We continued through a small piece of Colorado, then entered Utah near Monticello and started seeing some beautiful scenery. This is mostly eroded red sandstone: canyons, bluffs, mesas and the most fantastic of all – arches. This is all caused by water and wind erosion of the old seabed that once existed here. The closer we got to Moab, the more scenic but also the weather started to seriously deteriorate. We noted hail in the ditches and pretty soon there was hail on the road. Fortunately for us and White Mustang we did not receive any hail, just a little rain. We arrived in Moab in the late afternoon, checked into the motel and drove around a little to get the lay of the land.

We also had to do a little planning to try and see everything since our three day plan had now dropped to two days. We succeeded in doing most of it.

It was now Friday, April 29, one week after leaving home, and we start touring Utah.

The weather is a little rough with scattered rain and that dreaded wind but we can't stop now. We had brought some picnic provisions but due to the weather our only picnicking was in the car or back at Moab. Our first stop was one of the most beautiful and scenic of the entire trip, Arches National Park. These are large sandstone arches created by erosion. Some can be viewed from the car or from overlooks and





some require a hike to see them. Due to the severe weather of the previous two days there was one portion of the park that was closed due to flooding, but we saw plenty. As we learned there are arches outside of the park also. Next we drove on to Dead Horse Point Utah State Park. The “Dead Horse” part of the name is that supposedly cowboys had once driven

wild horses out onto this point to corral them and select the ones they wanted. Then they neglected to take down the barriers that corralled the horses and left them there to die of thirst. A very sad story, but on top of that this point is two thousand feet above the Colorado River with plenty of water but no way to get to it. The view of the meandering river is absolutely spectacular from this point. From Dead Horse it is only a few miles to Canyonlands National Park where more water erosion structures can be viewed. A short hike here brought us to a small but beautiful arch right on the edge of the Colorado River Canyon. For maximum viewing both Arches and Canyonlands require some hiking but the view from the car is also spectacular.

The next morning we checked out of the hotel and took the LaSal Scenic Drive which starts out with the road following the Colorado River, then goes into the snow covered LaSal Mountains and loops back to Moab. After lunch in Moab we head north to Green River for the night. But as we pass a sign for “Potash Road” I get curious and turn in.

The road again follows the Colorado River and is very scenic in that the road is right beside the edge of the canyon wall that we viewed from Dead Horse Park the previous day. Potash Road ends in about 20 miles at

a potash shipping facility. All along Potash

Road there is a steep canyon wall and there are numerous areas where rock climbers can train for their trade.

At Green River, the town, we stay at a motel with our room overlooking Green River, the river. We have a nice balcony where dinner consists of liquid refreshments and snacks.

Since we lost one day in Moab due to the failed water pump we now start planning again. Sunday morning the new plan takes us first to Goblin Valley State Park and then to Capitol Reef National Park. Goblin consist of a large valley filled with spherical shaped sandstone objects resting on nature made piers, of course all caused by erosion. This Park made the news last year when some misguided do-gooder pushed one of the goblins off of its pier. (Actually he was a nut, not a do-gooder.) We left Goblin and journeyed onto Capitol Reef for more scenery. We spent the night at Torrey.

How about a change of scenery? So Monday morning we headed for Salt Lake City and checked in to a Hyatt Place on the edge of the business district. From there we spent two days walking around the City. Never got back in the car until we were ready to leave. Among the things we saw were the Mormon Temple grounds, the Utah State Capitol and an interesting library with a Norman Rockwell display. We were able to attend a noon organ concert at the Mormon Tabernacle. This is a really impressive organ with over 11,000 pipes booming out. We just generally enjoyed a visit to a very clean and safe large city. Believe it or not, you can go bar hopping in Salt Lake City, and we did.

Leaving Salt Lake City on Wednesday we drove up to Park City where the 2002

Winter Olympics were held. We found that they still use the facility for training and entertaining purposes. Unfortunately we were there in-between the winter and summer seasons.

So we had a nice tour but no options to ride any of the attractions, like a 75 mph bobsled on wheels. We also visited the quaint city of Park City itself and spent the night there. The next day was a trip to Antelope Island State Park. It is an island located in

Salt Lake reached by a causeway. Someone one time had unsuccessfully attempted to turn the island into a large ranch. It now has antelope and bison running wild, a beach and a few other tourist attractions plus the day we were there more gnats than South Louisiana. We spent the night at a Hampton Inn in Layton where they served a free meal (and margaritas) in honor of Mexico’s independence from France.

Friday, May 6 we decided it was time to leave Utah and start towards our ultimate goal of Washougal, WA. However we had one more Utah stop in mind. That was The Golden Spike National Site near Promontory Point where the Union Pacific and Central Pacific railroads met in 1869 to form the first transcontinental railroad. It is not far off of the Interstate and we have passed the area before but never stopped. For students of history it is definitely worth a visit. Spent that night at Mt. Home, Idaho and the next day drove to Boise to visit their capitol building. State capitols is a side hobby of ours when we travel. From there we drove to Baker City, Oregon where we visited the National Historic Oregon Trail Interpretive Center. Again an interesting site with history of the West’s settlement. Those cats that went west by wagon train were tough folks. We spent that night in Pendleton, OR of Pendleton blanket fame.

We were now traveling along the Columbia River in the Columbia River Gorge. It was another very windy day that made for difficult driving when passing or being passed by a large truck. But this was the final day of our journey to Washougal and we arrived at Leslee’s home in midafternoon on Mother’s day. She was happy to see us and appreciated receiving the Mustang.

We do not know exactly how far we drove due to the speedometer failure. The short line distance by the AAA Triptik would have been 2,570 miles but we drove much further than that with side trips etc. My best estimate is 3600 miles. We spent the next two week’s at Leslee’s home visiting and touring the local sites such as Mount St. Helens, Astoria, etc. We flew home on May 23 making it one month since we left home.

Charlie and Ardie Froehlich



As we approach our September monthly meeting it is time for us to elect new Officers for the 2017 year. We will be asking for volunteers to be on the Nominating Committee to search for Candidates for our various positions. The (NC) shall present candidates for office at the October meeting with the vote coming in November. As most of you know I have served six years as your President. I challenge you to consider holding one of these positions. You have always got all the help you need with the other members input. I do want to thank all of you for your help and participation this year for the club.

In 1967 the AACA/ Deep South Region car club was officially established. This coming year will be 50 years. Quite an accomplishment I would say. We have some folks working on our Car Show as I speak for this occasion and we will need your HELP!

At our August meeting we decided and voted on having a Fish Fry and Bake Sale on October 29 including a Cruise In at the Club house from 11:00 am to 2:00 pm. We will be selling tickets starting on Monday Sept 19. We do have ticket books of (10) available. You can contact: Charlie Lyles, Frank Piper, Travis Henderson, Charlotte Dahlenburg or myself for tickets and info we will have all the information at this Thursday's meeting at 7:00 pm. This will be our Italian Dinner as well starting at 6:00 pm. We will be sending a Email to you to bring your specialty dish.

In closing lets remember our members that are out due to health reasons. Let's keep a check on all of them.

Best,

Zeno



Join

Herb and Nancy Thoms
for their

58th Wedding Anniversary
at the Henderson Museum

Saturday, September 24

2-4 pm

Casual Dress, No Gifts

Drive your car.



DSR Officers for 2016

President: Zeno Chaudron	251-423-0946
Vice President: Jim Graham	251-661-1790
Secretary: Scott Henderson	251-709-8150
Treasurer: Paul Dagenais	251-610-4533
Editor: Charlotte Dahlenburg	256-783-2261
Activities: Walt Fuller	251-602-1931
Member-at-Large: Charlie Lyles	251-973-2078

Appointees and/or Volunteers

Program Chairperson: Patt Paquet	251-661-4009
Webmaster: Charlotte Dahlenburg	256-783-2261

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.

Views expressed in the Sparkplug are not necessarily those of the Region officers, members or AACA. Permission to copy material is hereby granted provided the source is disclosed and credit given to the author. Some material maybe be copyrighted and permission to use is granted to this publication only. Contributions to the Sparkplug are welcome and encouraged. The Editor reserves the right to edit submissions.

Check out the Deep South Region Website at:

Deepsouth.aaca.com

Also, members should visit our Facebook page.



What have you been up to?



The Junior Miss Reunion Group from 1957 met at the Blue Gill on the Causeway. Author Smith spoke at the event. The past members of the board were invited up to tell a short story about the past events and special moment. Several people talked about times they went to Washington DC and met with the President or when they spoke at events. Spenser Frost said "The Junior Miss experience was the best experience of my life." The 1957 Chevy Bel Air was on display out in front of the restaurant for photos.

- Charlotte



Just a year ago Joachim Heberman bought Clyde Smiths Panel truck. Joe plans to retire in France running a Bed and Breakfast. He will be taking the truck to France with him in June 2017. Joachim is currently in France and has sent a picture of the panel trucks future home. The Garage for the Truck was build already 112 Years ago...on the left of the house in Southern France.



Dauphin Way
Baptist Church
7TH ANNUAL SHIRLEY LOONEY MEMORIAL CAR SHOW

In a new **DE SOTO**, you not only drive without shifting. You have the benefits of Safe-Guard hydraulic brakes and Safety-Rim wheels. Now, in addition, you have the remarkable extra comfort and safety of Super-Cushion tires, the greatest tire advance in years.



FOR FULL INFORMATION OF THE FEATURES AND BODY AND TRAIL APPROPRIATE BY THE STATE WHERE SHOWN TO THE BEST OF THE EXTENSIVE STOCK FOR AN OFFICIAL REGISTRATION SYSTEM.
OVER 3000 DE SOTO-PLYMOUTH DEALERS COAST-TO-COAST EQUIPPED TO GIVE YOU EXPERT SERVICE
DE SOTO DIVISION CHRYSLER CORPORATION

October 22, 2016
Dauphin Way Baptist Church
(Conveniently located at the corner of Dauphin St. & I-65)
3661 Dauphin Street / Mobile, AL 36608

To download more registration forms, visit Dauphin Way Baptist Church's website at dwbc.org and click on the "forms" button at the top. For questions and more information, email carshow@dwbc.org.

Entry Fee: \$20 Received by Oct. 13th (\$25 day of show)
Each Additional Car \$10

Registration 8:00 - 11:00AM
Awards @ 3:00 PM

Cash Drawings & Door Prizes!

Benefiting Student Ministry



AWARDS INCLUDE

- ◆ Shirley's Choice
- ◆ Best of Show + \$250 Cash
- ◆ People's Choice
- ◆ Best Paint
- ◆ Best Interior
- ◆ Best Engine
- ◆ Top 30
- ◆ Sponsor Awards

Sponsors

Palmer's Toyota Superstore
O'Reilly Auto Parts
McConnell Buick - GMC
Metal Brothers Hot Rods

Your car has a chance to be featured on next year's plaque!
Must be present to WIN!

Music By World Famous
Po Boys, Jo Jo & Ron



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



Stories from Main Street



Cars of my "Yute"

By Brian Daly, at the request of Deep South Region, AACA

Well while growing up in Houston, I knew not a whit about automobiles, except how to destroy them, when I learned how to drive. The most memorable ones started with the one I learned how to drive in. It was a brown and white 1953 Ford Ranch Wagon with a Six. I was well matched. I was about Six also.

However my feet didn't reach the pedals... which I learned when I decided to play in the car on our steep driveway near what is now Hobby Airport. The car and I ended up in the Phelps' yard across the street. We had plenty of momentum to get well past the curb.

Soon after all was forgiven. I got to sit in my Dad's lap one Sunday riding down the Gulf Freeway for a summer day at the beach Galveston. I doubt we were going more than 30...it was the service road, not the actual 60 MPH highway. My Mom, who was extremely skilled with operating a manual transmission, was not pleased. The same day, it had rained inland along the seabreeze and having heard the Gulf Freeway was backed up, we took Old Galveston Road (Texas Highway 3) back. A cat, a tuxedo I think was crossing the road and Dad did not see the cat until it was too late. Mom yelled, NEIL!, NEIL!, but we passed over him or her. I looked back and to my relief and glee, the cat was bounding across Hwy 3 on the rest of his/her quest, whatever it was. Perhaps (s)he was looking for Pepe la Pew.

Alright I was not a teenager. This leads into that. One day, I noticed a neighbor's car in our driveway. It was a white over yellow



1957 Ford Fairlane 500 two-door coupe. Or was it a sedan? I don't recall if there was a "B" pillar or not. It was a good looking car, like this one. This would be my instructional platform on how to drive and treat cars.

More misadventures to come



The next one to come along was my Dad's Company Car . a 1965 Ford Ranch Wagon like this one.

This car we named "Old Silver Mare" by my late sister Pat. Old Silver replaced a rather anemic '64 Sierra Tan Chevy Biscayne wagon with a Six. Maybe it was a 283. Little did I know that the "Plain Jane Biscayne" was also the platform on which GM built a monster muscle-car, the "Four-Oh-Niyan".

OK back to the Ford which was nowhere near the performance envelope of the "Four-Oh-Niyan", but a beautiful car, with the stacked headlights and the "Silver Smoke" metallic paint. Looked as good as any

country Squire albeit missing the fake wood paneling and being embellished with "dog dish" hubcaps rather than the "holy halo" wheel covers of that era, like the redo one in the picture. She had a 4 barrel Autolite 650 CFM carburetor, atop a 352 CID engine, with Cruise-O-Matic and dual exhausts, exiting at right angles behind the rear wheels. Also had power recirculating ball steering, and vacuum assisted brakes. And it seemed the air conditioning would keep the perishable provisions for a Forrest Sherman class destroyer well chilled. That car arrived in early June. 4 weeks later we would embark on a trip to see our relatives in New Jersey. It was a 3 or 4 day trip depending on traffic etc. All the way from Houston to New Orleans on US 90, then up US 11 near what is now "Little Saigon", which one will recall rose out of the ashes of Katrina rather quickly. We traveled through Meridian, Tuscaloosa and Fort Payne wandering through the history of the civil rights movement as it happened, and that night trying to find a place to sleep since our reservations got hosed. Next morning through Chattanooga, 18 wheel truck races in the Appalachians, DC, and Maryland, finally up the New Jersey Turnpike to Springfield. That car took us to the World's Fair in Flushing Meadows, via Manhattan, up into the beautiful mountain country of Northern New Jersey, and Point Pleasant, where the water was deathly cold yet Uncle Jimmy was as at home in it as a polar bear.

But the "Old Silver Mare" would save all our lives on the way back.

Interstates were few and far between in 1965. US highways were generally two lane. I guess that was ok before we had cell phones. The best I could do was playing Stevie Wonder on a battery powered Philips phonograph, needle skipping with the expansion joints we ran over. Loaded with a roof full of luggage, we left Meridian, Mississippi with our parents in the front, Patricia on the right, Kevin in the middle, and I on the left, with Shaun and Tim in the rear facing seat my Dad improvised with plywood and pads for the cargo pit. The two lane undivided US 11 made a gentle left sweep heading south, not too sharp for full highway speed, 70 MPH, or 125 KPH. I noticed a big rig in the opposite lane, when suddenly out popped a blue sedan in our lane. I wasn't sure but I thought it was a '59 like the Koudelik's Chevy wagon. Closing speed was 200 feet per second, and this



car was 3 or 4 hundred feet away. No time to think, just act. A wide grassy area to our right was our escape route. Or so Dad thunk. As soon as the right wheels hit the grass and saplings, the resulting torque pulled the car further into the soft area, at which time Dad instinctively corrected with "left full rudder". Old Silver heeled to starboard, and she was listing more than 30 degrees, pulling Dad into Mom's space. We were ding the same. It is called "free surface effect", much like a ferry from Copenhagen to Oslo experienced when her car deck doors failed in the 90s. Try it carrying a cookie sheet full of water across the kitchen, and you will know. With Mom crammed against the door, he started thinking fast and backed away from his initial steering input, allowing us to slow down, straighten up, and eventually pull back onto the shoulder. Dad had to stop and breathe a second while Mom consoled him, and got out to inspect the damage. Curious as I was, I started to get out of the car but before I got the door opened an inch he yelled, "STAY IN THE DAMN CAR!!", and I shrunk back. But I noticed a blue sedan like the one coming at us, pulling up behind us, and a man in a khaki uniform got out. We all thought he was a cop, or in the Army. He started talking with Dad who was audibly exclaiming the situation that unfolded, when "...some damned idiot pulled out behind a truck in front of us". I heard the guy speak something softly and shaking his head apologetically. Later they shook hands and he turned around and headed north. We found a Holiday Inn with a coffee shop (great for nerves) so Dad could calm down. When he finally did, after describing the event to a score of strangers, he explained to us the man

who came to us was the guy who ran us off the road. He was a galvanized ensign (LTJG) late for drill at NAS Meridian. Dad was ready to clean his clock, but he said he could not after the young man openly admitted the error of judgment. Expecting to see an overturned car and bodies strewn about, he was quite relieved. Besides, he did not hit and run. Dad was a decent guy, and so were others, like this man whose name we never knew. But I credit "Old Silver" and her engineers at FoMoCo for staying up on all fours in this ordeal, despite having an elevated center of gravity, and soft-soiled grass, having damaged only one of the dual tailpipes behind the rear wheel. I also credit my father, who calmed the car down and us too, teaching us a valuable lesson in forthright, magnanimous honesty.



This is a photo on Memorial Day a year later, with my brother Kevin. He looks as if he were the sole owner of that massive machine.

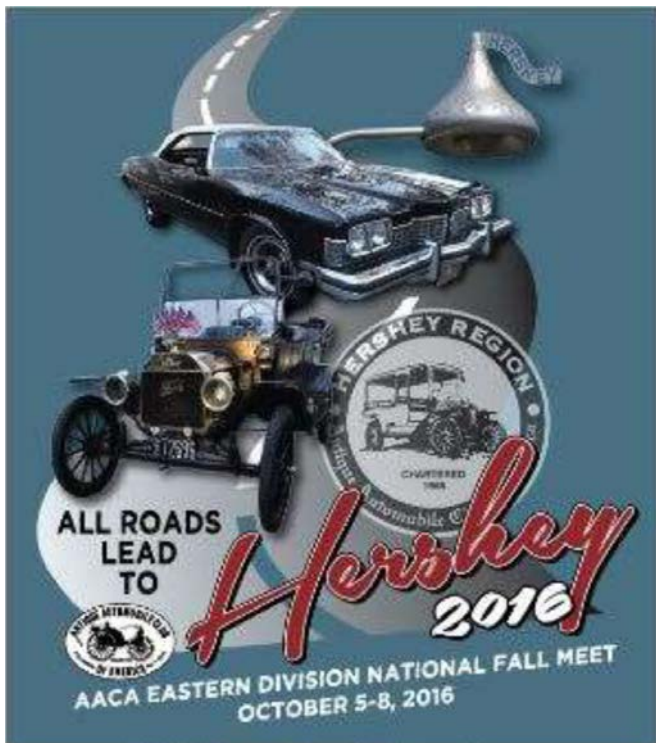
I took classroom Driver's Ed at South Houston High School in the summer of 1966, and took the "behind the wheel" (or EIGHT BALL if you will) in the spring of 1967. While in St. Thomas High School, I learned to drive in a 1966 Plymouth Belvedere, with a 318 and a Torqueflite automatic. Coach Davis was our instructor. We all thought he was a mean coach, making us box each other until we staggered out of the PE class in the gym, but in that car, he was the most calm, patient individual you could ever imagine. I think he was scared of what a teenager could do, so he never yelled or messed with our developing minds. He always spoke softly and gently. I have no pic of the car, sorry.

I continued learning to drive in the "Yellow Bird" but she was lots of trouble, sometimes

internal but often due to operator headspace, not paying attention. I ran the engine dry once, warping both heads and causing my Dad to throw a fit. Steering was very loose, non power assisted worm and peg. I was surprised my Mom would drive Yellow Bird, but she did routinely, steering loudly as her hands struck the wheel for extra inertia as she pulled it. Literally sounded like sonic booms. On the way to Mass one morning with my 3 brothers, She backed the car down the driveway and as I watched, they ended up across the street in the Simmins' lawn. Glad it wasn't Lou's he would have broken windows with his loudly voiced protest. So the brakes failed. Dad took them in the Ford and got brake parts from Avery Auto for all four wheels. He was to be forgiven for missing Mass, but we all went that evening. In Yellow Bird. She did fine, straight on hands off wheel. Dad was adept with fixing brakes from long before.

I drove Yellow Bird for about 3 years and that steering wheel never was still while traveling in a straight line. It was necessary to input 30 to 40 degrees, left or right, to counteract any drifting to starboard or port. Later I drove a '66 Chevelle with a Six and a governor, for the drugstore up the street. At that point I needed to learn driving a manual, to which a classmate graciously obliged himself and the family's Dodge Dart. Jack Taylor sold that car and replaced it with his bouncy '64 C-10 white pickup, also a Six, but way cooler than any granny sedannie. Especially with stakes. At the end of my career Jack bought a brand new delivery car, a blue '68 Chevelle, with a Six and manual. Nicer looking. And yes, a governor. Taylor was a real killjoy. Driving his cars was like aero to 30 in about 3 minutes and when you got to 40, the acceleration suddenly got cut off, and you almost ate the steering wheel.

Then I bought my 1962 MG from our assistant pastor, Father John Pack. This was the only "male" car in the family. I discovered the gender some years later looking underneath. He loved the car but need to buy a VW Beetle to haul liturgical and official papers, and people around. The Nuns needed the car for errands and the MG was impractical as well as an image problem...a bad habit if you will. I bought "Sir Alfred" (then un-named until the mid 1970s) for \$700, about 35% of the new price. The car was then 7 years old. I figure it was proportional until the 1980s. When I test drove the MG with Father John, it was unlike anything before. I slid into the cockpit with my nose barely clearing the dash. I felt like I was driving Clint Eastwood's Jaguar XK 150, from "Play Misty For Me", or flying a Supermarine Spitfire, having recently seen the "Battle Of Britain" at the Alameda Mall. The car wandered all over the road, and I asked Father John what's



wrong with the front end? He said I should stop driving it...hold the wheel still. I did and the car quit wandering. He advised me to get a specialist mechanic, especially for the twin SU carburetors, suspension, with lever action shocks, and disc brakes. The Lockheed disc brakes in front were 11 inches diameter, massive for a car weighing 1900 pounds dripping wet. Rarely did garagemen know how to work on such brakes, except those who did sports cars and big Ford sedans that were coming out with front disc brakes in the mid and late 60s. Some of the cars I clatter found out had 4 wheel disc brakes ...the Twin Cam and the DeLuxe. I found a Triumph dealer in Pasadena, the late Bob Mauer, who gladly took my business. There was lots of good guidance on the issue from my Dad, and his mechanic, Harvey Mathews, whose stogie chomping automotive wisdom I remember well. That car taught me more about cars in general than any other.

On Memorial Day driving back from an outing with my dad and brothers, I decided to see what the MG would do. So just north of Liberty Texas I got up above 100 before my palpitating heart told me to back off. A week or so later I found out why. I didn't really check the tires, they were oversize 6.15X15



Here is a photo of my younger brother Shaun with the not-so-massive machine, but as Kevin, as if they owned each!

bias ply, and was heading north to check out the new airport IAH, which was just opening. I ran into a shower on I 45 North, and north of downtown Houston, where the freeway sweeps a rather hard left turn, I noted that the steering wheel went soft on the wet

pavement, with no chance to wash off the oil thereon. The nose of the car headed for the guardrail, but the class reflectors caught the front wheels and spun the car 90...then 180 degrees and continued past going backwards at 60 like Rockford in his Firebird, the rear wheels caught the porcelain pearls, which got me to 360. By that time I had steered into the turn and slowed down so I could get control. No damage to anything except an almost blown aorta.

In November that year I over-revved the engine coming off the Allen Parkway and climbing the Pierce Elevated, 45 South, one Friday evening. BANG!! Ting-a-ling- a-ling a-ling ... Tried to start the car and the engine seized after about 15 turns with the starter motor. Later Bob Mauer pulled and disassembled it, finding #3 piston was gone, that is, as debris at the bottom of the sump, and the connecting rod was jammed past what used to be the bottom inch of the cylinder wall, solidly against the block.. The engine still bears that scar today. The bill was ~\$573. It would be 5 K now. Inflation...go figure.

Anyway, that's enough of this AUTObiography. I am going no further than age 19. Hope you enjoyed reading.

REWIND

WHAT DEEP SOUTH REGION WAS DOING YEARS AGO from the September 2012 Sparkplug

New Business: The President, VP, and Secretary had no new business. B. Peterson, Treasurer, reviewed the current financial statement that had been presented. Being no questions, a motion to approve was made by T. Metclaf with a second from M. Fuller. Motion carried. Editor P. Dagenais noted that it was a real pleasure working with former DSR President Pierre on the article about our club in the current newsletter. He plans to do a follow-up before the end of the year. Activities spokesman T. Lawrence announced the September Saturday Breakfast

would be at 8:30 a.m. on Sept. 1st at the Golden Corral in Tillman's Corner. There was also the possibility of getting together at Ozzie's BBQ for a Saturday lunch during September. The Activities Coordinators will work on this and e-mail members the info. He asked J. Pendergrass if he had been able to get a date for the club to display our cars at the Somerby Retirement Center. The answer was negative. T. Lawrence suggested we go ahead and approve the exhibit and when the date is determined, we can proceed. A motion to approve was made by B. Paquet, seconded

by C. Lyles and approved. Also on the agenda was the October outing to the Bobo's riverhouse. The hosts will furnish the entrees' ('burgers & 'dogs) and asked members to bring accompanying side dishes. Further details will be discussed at the Sept. 27th meeting. A motion to accept the Bobo's hospitality was made by M Fuller, seconded by S. Lawrence, motion approved.





Refreshments

September 29: Italian Dinner at 6 pm

October 27: Martha & Judy

November 17: Ross

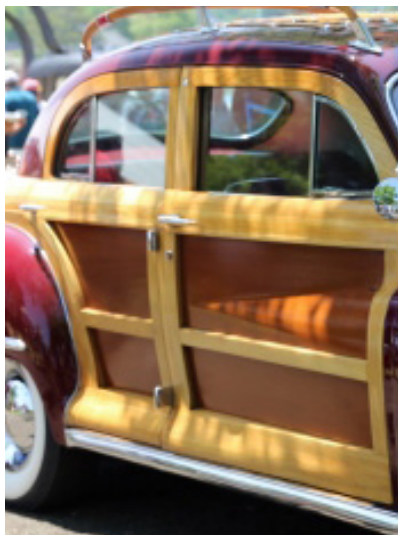
December ?: Christmas Dinner

Up Coming Events

Our next meeting is Thursday, September 22 at 7 p.m. at the club house. We are going to have our Italian dinner at 6 p.m. See you there!

Thoughts Go Out

Also Keep good thoughts for Buddy Paquet, 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: 1955 Chevy Bel Air.



Marque, Mark, Marquee, or Marquis?

*By Lars Anderson
VP Membership*

I recently used the word *marque* in a survey questionnaire. I had a person experienced in the Ford hobby review the survey. He asked me what the word *marque* meant. It was used in the question "how many *marque* clubs do you belong to?" It reminded me of the experiences I've had with this word. It's pronounced 'mark' and when I first encountered it, it was verbal. At that time in history there was a Lincoln Mark II automobile and the owner, knowing I was interested in cars asked me what *marque* club I belonged to. It was made even more perplexing because I was driving a Mercury

Marquis. Did that have something to do with the term? How do the dots connect between all these spellings and pronunciations?

There are new comers and old timers who may not know that the word spelled *marque* is pronounced *mark*, not "mar-key". It means brand, such as Chevrolet, Harley Davidson, Chris Craft. At times *marque* is confused with other word spellings such as *marquis* which is an important French society term and sometimes used as an actual title, *marquee*, which is the bill board sign advertising an event such as a movie, and *marquise* which is a woman of rank.

It would be remiss to not also report that the word *marque* is used in the US Constitution Article 1 section 8 wherein the congress is empowered to "declare war, grant letters of *Marque* and Reprisal".

As such it was "a license granted to a private party to fit out an armed ship to plunder the enemy".





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 August Meeting

July Meeting 8/25/2016 At the Henderson Collection

Zeno opened with a thank you to the Henderson for opening the car museum for our August meeting. Minutes were approved as printed in the Sparkplug Walt Fuller motioned Ross Sloan seconded vote to accept Charlotte talked about the Newsletter and explained the new section Stories from Main Street and asked that everybody respond when they get a question emailed to them.

Old Business

No old business

New Business

Website/Facebook - nothing new on the website but the facebook page is doing well/growing

Fund Raiser – Fish fry date will be October 29, 2016 at the car club house with a cruise-in Motion was made by Tracy Metclaf to form a committee and Walt Fuller seconded the team of volunteers to organize the Fish Fry are: Charlie Lyles, Charlotte and Darrin Dahlenburg, Frankie Piper, Travis Henderson and Zeno Chaudron.

There was discussion about the cost of insurance for an unoccupied building. Several members volunteered to look into the matter.

Jim Henderson had the tile at the club house finished.

Nancy Thoms invited the club to their 58th Wedding Anniversary Party on September 24 from 2-4pm at the Henderson Museum.

Motion to adjourn by Herb Thoms and second by Tracy Metclaf.

British Car Festival 2016



CELEBRATING 40 YEARS OF THE JAGUAR XJ-S

Saturday, October 22, 2016

Fairhope United Methodist Church Campus
Fairhope, Alabama



Supported by



Southern Repro Graphics

Customer Service the Southern Way

Call us for Pick-Up and Deliveries • 251.665.7170
924 Butler Drive, Mobile AL 36693

More Than a Print Shop



Digital Printing & Blue Prints

- Large Format Printing - up to 60"
- Digital Printing
- CAD Plotting
- Color and B&W Signage
- Hi-Res Digital Scanning
- Digital Downloads
- Digital File Storage



Bindery & Booklet

- Small Format Printing
- Custom Tabs
- Document Binding & Finishing
- Booklets
- File Conversion
- File Naming
- Three Hole Punch
- Small Document Scanning



Office & Supplies

- CD Duplication
- Your Copier Solution, Dealer for Canon, HP, Xerox, KIP and more
- Paper Supplies
- Forms, Stationary, Flyers, Business Cards, etc.
- Toner & Ink



Sales & Service

- Dealer for Canon, HP, Xerox, KIP and more
- Digital Downloads
- Digital File Storage, Cloud & Local
- Software Support & Training
- UPS, FedEx Domestic and International Shipping

Service & Supplies • customerservice@southernrepro.net • Printing & Quotes • production@southernrepro.net



The Sparkplug

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



Letter From the Editor

Fall is around the corner and we are quickly approaching our 50th year as a Region of AACA. That is a milestone to celebrate. It takes the dedication of its members to accomplish such a feat. This says a lot about the past, present and future members.

In February 1967 Pierre Fontana was elected the original president of the club. We have had 26 different men and women serve as president since the formation of our club. We have hosted 33 car shows, hosted National shows for AACA and participated in many car tours and countless other events that promote our hobby.

In the spring we will host a 50th Anniversary Party and we will be hosting our 50th Anniversary Car Show. In true Deep South Region style jump in and help in planning or executing with any of the coming events.

This club is a great club with members that support activities and present memorable events that are fun to attend.

Charlotte Dahlenburg

For Sale



1999 Camaro Z28 Street/Road Course Car for Sale. \$9,500. Contact Ernie Rogers at 251-345-1254.



1964 Plymouth Valiant V200 Station Wagon for Sale. Contact Ernie Rogers at 251-345-1254.



IMPORTANT!!! 2017 AACA National Board of Directors Election

In the September/October edition of Antique Automobile is a postpaid ballot for the 2017 Board of Directors election. It is your ONLY ballot and must be filled out according to the instructions or it will not be counted.

Please read the biographies of all the candidates listed in the magazine and vote for the 7 of your choice. Our candidates this year come from widely different backgrounds, so please give serious consideration to those who match your ideas of what is important to the future of the club. All ballots must have 7 names selected or they will be considered "not valid" and will not be counted.

Your ballot must be postmarked by November 15, 2017.

Come on down to Texas for some Southern Hospitality!

Central Division National Fall Meet
ANTIQUE AUTOMOBILE CLUB OF AMERICA
Galveston, TX • Oct. 20-22, 2016
GULF COAST REGION

2016 Central Division Fall Meet

at the Moody Gardens Resort & Spa in Galveston, Texas

Hosted by the Gulf Coast Region AACA

Meet Chairman	Registration	Chief Judge
Robert Wheelless 281-380-4969 rwheelless@hotmail.com	Sandra Johnston 713-542-9481 2016galvestonmeet@aatt.net	Chuck Crane 281-814-4081 perfect10@gmail.com

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.





Car Shows

Local

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://cruisinthecoast.com>.

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

October 22 - British Car Festival Fairhope United Methodist Church Campus, Fairhope, Alabama, Visit www.sabcc.org for more information.



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

February 2017

9-11 - AACA Annual Meeting • Philadelphia, PA 23-25 - AACA Winter Meet • hosted by North Central Florida Region March 2017

National



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

May 2017

11-13 - AACA Special Spring Meet • Auburn, Indiana

26-27 - AACA Eastern Spring Meet • hosted by Huntington Region

Car Shows in the Region

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.

org for flyer and registration information

December 3 Gulfport, MS. 3rd Annual North Pole Rod Run Charity Christmas Show at the Best Western Plus (228-864-0050) & Clarion Inn (228-868-3300) There is plenty of room for show car parking as well as the cruise-in cars. Vendors are welcome and the public will have free access to your area. Entry Fee... your donations of Wal-mart Gift Cards, New unopened Toys and Non-perishable food items. Items collected will be distributed to Toys For Tots, Hope Haven Children's Services & Feed my Sheep here on the Mississippi Gulf Coast. Both Hotels are located on Hwy 49 South of I-10 exit 34. Info: Jimbo 228 596-0664 www.NorthPoleRodRun.com.





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

September 24 Biloxi, MS AMVETS Post 1 Cruisin' at Beauvoir (Home of Jefferson Davis), 2244 Beach Blvd, Biloxi, MS (Hwy 90), 2 pm-5 pm (winter hrs) 6 pm-9 pm (summer hrs) Open to all car clubs & independent owners, everyone welcome to visit; for more info. Call "Ski" at 228-324-6444 or Sandy at 770-378-4317

September 24 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, 6-9pm. Cruiser of the Month Award, For additional Info.: Call: Bob Hand at 228-218-7218, Magnolia Classic Cruisers of Jackson County MS.

September 30 Biloxi, MS. Sharkheads & MotorSports Magazine presents the 3rd Annual Sun & Sand Block Party / Cruise-in at Sharkheads Souvenir Shop Hwy 90 Biloxi, MS. Everyone Welcome! Prizes and Much much More!! Join us for a Huge Friday Night Cruise-in starting at 6 pm til. For more info call 228 363-1314.

October 1 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.

October 2-9 the 20th Annual Cruisin' the Coast America's Largest Block Party.

October 7 Pass Christian, MS 1st Friday Night Cruise-in. 4pm-8pm at the West end of the New Pass Christian Harbor. (behind MotherCluckers and Keith's Super Store)

October 8 Biloxi, MS MEGA 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.

October 15 Biloxi, MS AMVETS Post 1 Cruisin' at Beauvoir (Home of Jefferson Davis), 2244 Beach Blvd, Biloxi, MS (Hwy 90), 2 pm-5 pm (winter hrs) 6 pm-9 pm (summer hrs) Open to all car clubs & independent owners, everyone welcome to visit; for more info. Call "Ski" at 228-324-6444 or Sandy at 770-378-4317.

October 15 Pass Christian, MS 3rd Saturday Night Cruise-in. 4-8pm at the West end of the New Pass Christian Harbor. (behind MotherCluckers and Keith's Super Store)

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

November 5 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. Call John at 985-400-4527 for information.

November 7-12 Panama City FL 12th Annual Emerald Coast Cruizin'. Classic cars, hot rods, custom cars and trucks week long festival. Aaron Bessant Park next door to Pier Park, will host over 3000 hot rods, and cool classics. 125 + top automotive vendors, huge swap meet and auto car corral. .Each night is full of activities from cruising, great bands, and special shows.



let **COAST DESIGN**
TAKE YOUR KITCHEN
FROM COMMONPLACE
TO **SHOWCASE**



*Proudly serving builders, remodelers and homeowners
in the Mobile Bay area and beyond!*

COAST DESIGN 
KITCHEN & BATH

A Division of Mobile Lumber & Millwork

251.666.7920
5253 hwy 90 w. mobile, ala
kitchensbycoastdesign.com

CABINETS. APPLIANCES. DESIGN.



The Sparkplug

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

