



The Sparkplug



Deep South Region AACA Newsletter

Vol. 50 No. 8 September 2017



Two Teams take on the Coker Challenge

Day One. Team Henderson is glad to welcome our second team: Travis Henderson and Charles Dewberry in a 66 Mustang for the '17 Coker Challenge out of Tennessee. This is just a shortened regional rally. The weather is perfect with clear skies and good weather. We're currently at lunch with the rookies that only managed to miss TWO turns in the first half of the day but managed to recover the lost time. They think.

Day Two. Coker Tire Challenge Rally. Something about mid September in the foothills of the Great Smokey Mountains. Cool morning temps, fresh air and fog shrouded mountains, and the smell of half burned gasoline puffing out the back end of vintage cars.

As luck would have it we started in position one, first car out, today. It was a beautiful day to be cruising to back roads of the Tennessee foothills. Driving the roads less traveled, one lane barely paved winding roads through the valleys, along Lake Ocoee and Lake Nickajack.

But the best part is being able to share this adventure with two of my kids. Mallory did a great job navigating



Charles Dewberry, Travis Henderson and Ben make up team 26 and Mallory and Scott Henderson make up team 25.

us to a seven second day and one Ace, completing one leg with a zero score.

Rookies Travis and Charles ended the day with a score of 1 min .76 sec. They did great considering the 66 Mustang hasn't been driven over 100 miles in the past several years and the stock speedometer they are running has an inconsistent error of about 9%. Makes reading the speedo more like averaging.

I'm proud of all our team members and glad to have them along. Looks like

we have a great 2018 Great Race two car program coming together.

Mallory and I are in fourth place today and fourth place for days one and two. We can blow it tomorrow, but we are celebrating tonight.

Day three of the Coker Challenge is behind us. Another great day of rallying. Cool temps and a light fog made the early morning start even more fun. Travis and Charles with Ben back seating causing a five point passenger penalty started in



Getting ACEs!

position one today. They enjoyed blazing the trail for everyone but were a little reluctant as they had no one ahead of them to hack off of.

Mallory navigated our car to a near perfect day and won two aces finishing the day only 9 secs off a perfect time for the day and finished the rally 27.16 secs off the official time over about 600 miles.

My hats off to Mallory Henderson she started rallying with me five years ago and has taken a real liking to the sport. She has shown steady improvement with each rally. This rally was our best as we won 3 aces and took third place for the rally. Didn't win the cash, I was too cheap to kick in the extra pay to play for dash for the cash.

Away, 2017 Coker Challenge is in the books and two car team did a great job. Looking forward to the 2018 New York to Nova Scotia Great Race. - Scott Henderson



Lake Nicajack, Raccoon Mountain Visitors center. Behind us is an impeller for the hydro plant at that site. The turbine shown turned one generator. At peak performance power it generated 590,00hp, and was in use for twenty years.



Left: 3rd Place Trophy and ACEs

Above: Mallory and Scott with their first ACE of the weekend



Waiting roadside



A
NOTE FROM
THE PRESIDENT

September 2017

Happy Fall! Don't feel like it but it is officially Fall. That means we are getting real close to Cruise'n the Coast and several Fall Festivals a long with Car Shows in our area.

It's time to get the rides out and have some fun. I'm looking forward to our 2nd annual Fish Fry and cruise in at the Club House on Saturday, October 28.

Charlie Lyles will be leading the way with the cooking expedition. We will have tickets and plenty of info at this month's club meeting. We will have some special guest with us, Karen and Ron Dollar talking about the up coming Dauphin Way Baptist Church Car Show on October 21.

Looking forward to seeing YOU! this Thursday,

Best,
Zeno



IMPORTANT!!! 2018 AACA National Board of Directors Election

In the September/October edition of Antique Automobile is a postpaid ballot for the 2018 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.
Speedster monthly e-newsletter articles courtesy of AACA



DSR Officers for 2017

President: Zeno Chaudron	251-423-0946
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Treasurer: Paul Dagenais	251-610-4533
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Activities: David Ladnier	251-375-4844
Member-at-Large: Walt Fuller	251-602-1931
Appointees and/or Volunteers	
Program Chairperson: Connie Graham	251-661-1790
Webmaster: Charlotte Dahlenburg	256-783-2261

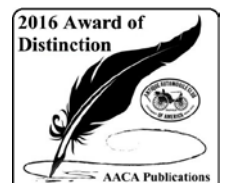
The Sparkplug is published by the Deep South Region (DSR) chapter of the Antique Automobiles of America organization. The Sparkplug is non-profit and published for the information of club members and friends. DSR meetings are held every fourth Thursday of each month at 7:00 p.m. at the clubhouse located 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.





Fire Extinguishers - What's the big deal?

By: Roger Irland
Vice-President, Judging

So, when's the last time you saw flames erupt at a car show, right?

Other than ones painted on a rod...

Well, in my experience, I'm happy to have had an extinguisher handy when I needed it. A number of years ago, I set out for a local cruise night in my 1963 Imperial. As I maneuvered into a parking space, a soft bang and a loss of much-needed steering boost resulted from the high pressure hose bursting.

Hot steering fluid sprayed on a hot exhaust manifold meant flames—and not the painted kind. I suppose I could have run over to the Home Depot and bought an extinguisher and I might have beat the Fire Department to the scene...

As I had an extinguisher on the floor by the passenger seat, I was able to quickly douse the flames with minimal collateral damage. I drove the car home and did not make the 10 o'clock news.

At a meet in Nebraska, while a steam car was being fired up, some leaking gas caught fire. Not a big conflagration, but nearby extinguishers kept a disaster at bay. So another good reason to have a fully charged fire extinguisher at the ready is to keep someone else's problem from spreading to your car.

I know some like to keep their extinguisher in the trunk, even held in by a bracket. I have a challenge for you. Have a friend time you as you start from the drivers seat, grab the keys, run around back, open the trunk and free the fire extinguisher from its' bracket and then head back up front to where the problem is. Compare that to reaching under the seat to grab the extinguisher. The cost of a five pound fire extinguisher is nothing compared to the damage that can be prevented when it's available to put to use immediately.

So, you have one for the kitchen, on the way to the basement and one or more hanging in the garage, right?

Rummage Box articles courtesy of AACA Rummage Box

Market Place

Ads in The Market Place section are free to members and will run for three months unless otherwise noted.

Ads can consist of anything related to:

For Sale – Want to Buy – Looking For

Your ad(s) can run for an additional three months by Contacting Charlotte Dahlenburg.

Please submit new listings for The Market Place

by the 12th of the month to:

DSR36608@gmail.com or to

Charlotte Dahlenburg 3155 Dog River Road, Theodore, Al. 36582



1929 Model A Ford for sale. All original recent service, modern points, four blade cooling fan, leak less water pump Contact: Phillip Grice 251-656-2304 \$18,000 OBO



1931 Chevrolet. 2 door ; 2 seat Sedan. All original as I am the third owner. Runs great and has new tires. Original radiator needs reconitioned for longer trips.

I have owned for 33 years. \$11,000 OBO.

Mike : 228-424-1294 Ocean Springs, MS



I'm looking for a studebaker! Contact Ernie Rogers at 251-345-1254.



You will shift the Edsel without lifting a hand from the wheel

The Edsel's slide selector buttons are on the steering wheel hub—the original place for a shift. And when you just touch one of these buttons the car actually shifts for itself. In Studebaker Drive controls are not ordinary, conventional features. They are electric switches.

They send your signals to the magnet, create "impulses" which drive the real shifting. Lightly touch one of these buttons to indicate what you want, and Edsel Studebaker Drive does the rest—swiftly, surely, automatically.

Which goes to show what can be done when you start from scratch to build out a car of exciting newness in a modern way that you demand. How to going to find it in other makes are different—total better—in the Edsel automobile.

EDSEL

New member of the Ford family of fine cars See it at your Edsel Dealer on September 4

1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025

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A monthly publication of the Deep South Region - AACA - September 2017
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2018 AACA Membership Renewal Reminder



As most of you know, your AACA membership runs for a calendar year - January 1 through December 31. From about mid-September through the end of the year, AACA Headquarters gets a little crazy with membership renewal phone calls and mail. It's not uncommon for us to receive several hundred renewals in a day. Even though it's our busiest time of the year, making sure we get our 60,000+ members renewed is always our top priority.

Look for your first opportunity to renew your membership for 2018 with your September/October issue of Antique Automobile magazine. A renewal form will be included with this issue of the magazine. Simply fill out the form and send it back to the office with a check or credit card information.

If you're going to be at Hershey, you can also stop by the AACA trailer or tent and renew your membership in person with us.

Speedster monthly e-newsletter articles courtesy of AACA

AACA National Dues Increase for First Time in 10 Years

AACA National membership dues have remained at \$35 since 2008. For 10 years, your Board of Directors have resisted dues increases while most clubs have had increases. It has been the goal of AACA to find alternative revenue sources to keep dues low and that has been successful for the club over time. However, overhead continues to mount and ambitious plans for the future of AACA necessitates a minimal increase for 2018 to \$40 (Foreign - \$50.)

This \$5 increase equates to only 42.5 cents extra per month! Curious about where AACA ranks among other car clubs as it relates to your dues?

1. CCCA \$80
2. Buick Club of America \$50
3. HCCA \$45
4. Oldsmobile Club of America \$45
5. Walter Chrysler \$40
6. MAFC/Early Ford V-8 both at \$40
7. AACA \$40
8. VMCCA \$37

It is the goal of AACA to continue to deliver the greatest service, the most benefits and the highest quality magazine to its members, while being very cognizant to keep dues increases to a minimum.

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Refreshments

September 28 - Italian Dinner
 October 26 - Scott Henderson
 November 16 - Thanksgiving Dinner
 December 14 - TBA

Up Coming Events

Our next meeting is Thursday, September 28 at 6 pm for the Italian Dinner and 7 pm for the meeting at the club house. See you there!

Birthdays & Anniversary

Mallory Henderson	October 6
Buddy Paquet	October 23, 1937
Rheba Chaudron	October 23
Jim Henderson	October 26

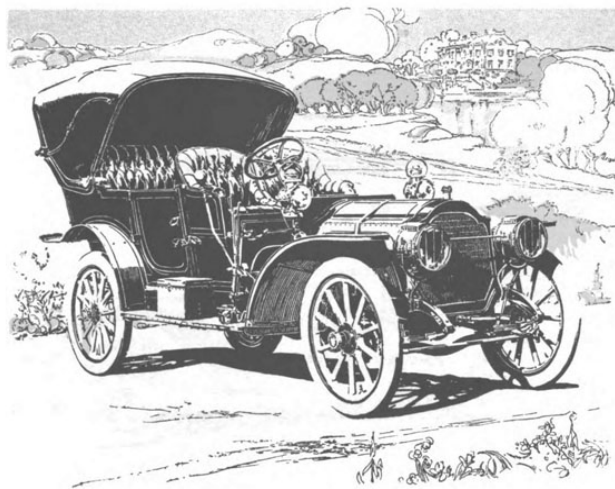
Thoughts Go Out

Also Keep good thoughts for Buddy & Patt Paquet, Anne Givens, Carl Bailey, Bob White, Lycle Crowdus, Ed Grimes, D.R. Jordan and the Henderson family.



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

Answer for last month: 1908 Studebaker Model A #5



SPECIAL Victoria top is made for the Packard "Thirty" touring car, and also for the runabout. The latter adaptation is a particularly fitting and pleasing one. The price of the Victoria top is \$325 for the touring car and \$150 for the runabout. Canopy tops, either with or without back glass, and equipped with folding glass wind shields, are also furnished. The price of the glass-back canopy top is \$470. A special folding glass wind shield for use with the cape cart top may also be obtained.

Advertising from oldecaradvertising.com



Open Diff: Tool chest or black hole?

Reprinted with permission from Hemming motor news blog.

Kurt Ernst

I have a confession to make: I am a tool hoarder. Were I loyal to one brand of automobile or motorcycle, or even a single nationality, this would pose less of a problem, but over the course of three-and-a-half decades driving or riding vehicles from around the globe, I've amassed quite a collection of single- or limited-purpose tools.

Take my collection of oil-filter wrenches, for example. There are strap wrenches of varying sizes and articulation, supplemented by slip-on cups of every size. Need one that fits inside the recessed tunnel of a BMW Oilhead? I've got you covered. Need to remove the always-overtorqued-by-the-dealer canister filter from a late model Toyota? I've got that style as well, along with the oversize socket (34mm, if I remember correctly) needed for the E46 BMW 3 Series.

Brake pad reset tools? I've got them in all shapes and sizes, contained in a neat little kit too large to fit in my roller chest. Electronic synchronizer for balancing BMW motorcycle throttle bodies? Check on this as well, and it stayed with me even after I sold my first BMW twin. Why? Because I might need it again someday.

The problem with collecting tools such as this is that they take up room in what may otherwise be a well-organized

toolbox. Add in the general-purpose screwdrivers, Allen keys, wrenches (standard and metric, of course) and ratchets (in 1/4-inch, 3/8-inch, and 1/2-inch, with extensions and sockets in standard and metric sizes), plus protective gear like goggles, gloves, and knee pads, and eventually, chaos ensues.

A while back, we had one of the first perfect-weather Vermont summer days, so I opted to jump on the now-for-sale bike instead of in the truck for my commute to the office. Shortly after leaving home, I discovered a problem: no directional signals. Not sure if this issue extended to the brake light as well, I opted to return to the garage and swap vehicles. Later diagnosis showed a simple fix: A blown 15-amp fuse.

Knowing that I have a stash of assorted fuses stored in my tool chest, I checked the top bin, repository for all things miscellaneous, first. Pushing aside the electrical tape (in a rainbow's array of colors), I dug past the grounding strap (for work on sensitive electronics), under the assortment of files and rasps, through several sheets of partially-used sandpaper, and even in the pile of pens, pencils and air gauges that have found their way into the collection over the years. Nada.

Next, I checked the pseudo-electronics drawer of my cabinet, where I found my multimeter/tune-up gauge, my timing light, plenty of miscellaneous connectors, a butane soldering iron (one of mankind's great inventions, if you ask me), a complete dental pick set, and even a variety of interior trim removal tools that somehow migrated from the drawer above. Not a single fuse to be found.

Eventually, after digging through the remaining drawers, I came up with a previously opened pack of 20-amp fuses, but no 15-amp examples. That means I put my assorted fuse stash someplace logical, like in the breakdown kit carried on long-distance road trips, though we haven't taken one since moving to Vermont four years ago. The red breakdown bag is currently lurking



somewhere in my basement, buried beneath a completely unorganized collection of homeowner tools, like the belt sander I purchased for a project in 1998, and haven't needed since. I tapped out at this point, since searching the basement clutter will take nearly as much effort as searching the tool chest. For a few dollars, the local autoparts store sold me enough 15-amp blade fuses to last a lifetime, assuming I don't misplace them again.

Which brings me back to my tool organization, or lack thereof. When wrenching was an every-weekend event, I knew, from memory, where every single tool or component in my collection was located. These days, with my mechanical skills tested only on infrequent oil changes, the picture is less clear. Blame it on age, or blame it on the fact that we've moved more in the past decade (four times, two of them cross-country) than most folks do in a lifetime.

Am I alone on this, or do you also suffer from tool amnesia? What tips do you have for keeping things organized, and how fastidious are you with the sorting of your hand tools?



GOOD LUCK OR GOOD FORTUNE - A Touring Story



By Walt Fuller

A few months ago Martha and I received a wedding invitation from our family's.

Well nothing unusual about this except there are five children in the family and we have been to the other four weddings, so we set out to plan a trip to Texas. So all we need to do is make a decision on how we are going, drive or fly. While we are trying to make a decision we suddenly discover the wedding is going to be in Durango, Colorado. We are still going but a little more planning was needed. With my claustrophobic condition we finally decide to drive. We will make a vacation out of the opportunity to get away.

It will only take three days and we can visit along the way. So, off we go first to Dallas where we stay the first night. We were awoken in the morning by this awful sound like none I had heard since I left Viet Nam. It was a huge crane helicopter putting a air exchanger on the roof of building across the parking lot. What a relief.

We leave and visit my friend Dennis at Piranio Antique Automotive. He is the present record holder of the fastest mile for a stock body Model A Coupe. Needless to say he is a Model A expert. He also builds other very fast and dependable cars.

The second day was just as amazing. We leave headed toward New Mexico. I had forgotten how long and desolate the highway is in that part of the country. We drove 300 hundred miles of good roads with wide open space and no speed limits. I drove about 80 MPH and everything passing us, even eighteen wheelers. So we ride and ride and ride in open space and low and behold we arrive in Cuba... New Mexico that is. We have never been so glad to see a Mickey D in all my life, it was time for an ice cream break. Well back on the road and we finally arrive in Las Cruces, NM. All I can say about this place is "this city was created for a stopover location". Man was it desolate. We were glad to leave.

Well we finally arrive in Durango, CO 9,600 feet, but wait we still have farther to go. So up the mountain we



We have had several Club Members inquiring about who does the Logos on our club shirts.

Joyce Young asks that you call before you come.

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reached Vernon, TX, we were becoming a little suspicious so we stopped at the Cadillac dealer to have things checked out. They assured us there was nothing much wrong and the car was safe enough to drive home. We took another day after stopping in Fort Worth to visit family. Our trip on to Mobile was without problems but the noise continued.

The next day after arriving home we went to the post office to get our mail. As we were leaving I said to Martha the car is getting overheated. I put it in park and raced the motor. This cooled in down a bit. We pulled on to Cottage Hill Rd. and we all know how much traffic there is on that road. So we were stopping and starting. The temperature in the car began to climb. We need milk and bread at the house so I pulled in Walmart Neighborhood Store parking lot and it was a good thing the motor shut down and there we sat. The noise we had heard all along was the water pump going bad.

Now I ask you, after driving a car twenty two hundred miles in the mountains and the plains and winding up at home in the Walmart parking lot.

WAS THIS GOOD FORTUNE OR GOOD LUCK?

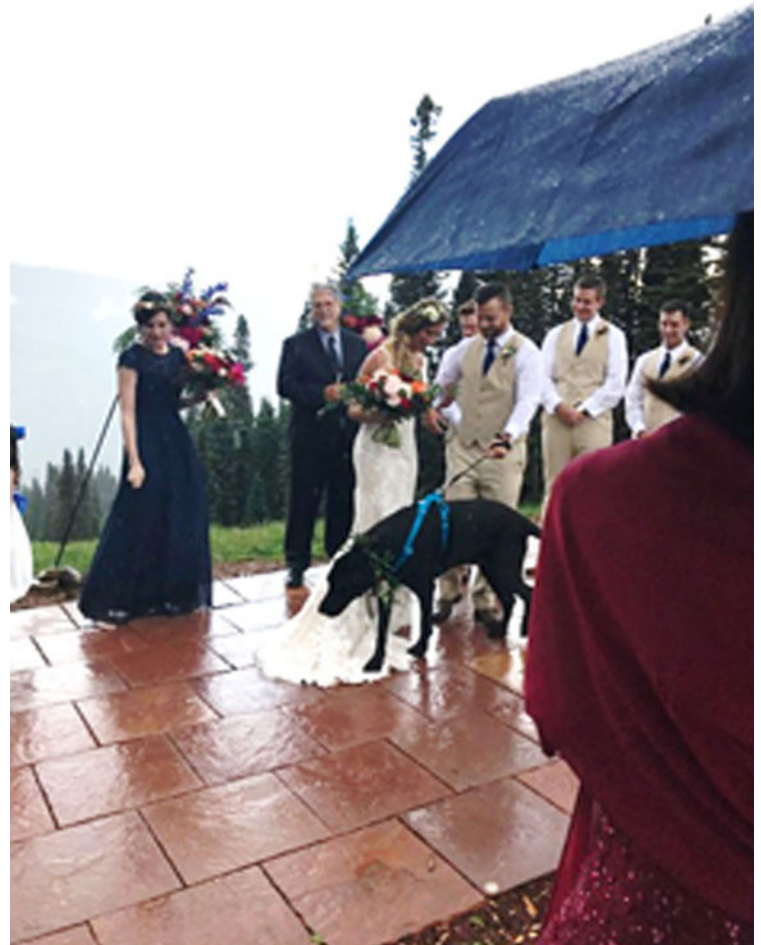
head another 1,000 feet to Purgatory Resort.

We are at the resort and enjoying ourselves when all of a sudden we hear a siren sound. Now down south we would equate this to a tornado, but low and behold this sound means take cover from a hail storm. Baseball size hail hurts when it hits you.

We finally get to the wedding which is up another one thousand feet or the top of a ski slope. Needless to say it was starting to rain. To reach this "destination wedding" we took a medium size tour bus up a one lane path which was scary to say the least. We were assured that we were in good hands by the drivers. We were treated to an open air wedding in the rain. As soon as the wedding was over the rain stopped. While we were eating our meal a few deer and a herd of cattle came to see what was going on. I personally could not understand why a herd of cattle would be on a mountain top. A fun time was had by all at this mountain top wedding.

On our trip home we took a different route. This took us through Colorado mountains then to New Mexico and Texas plains. We drove for miles and miles of flat empty land.

While driving in wide open country we began to hear a whistling noise and thought it was a window that was letting air through. This went on for many miles until we



Meet a member: Bill Atkeison



1970 Chevrolet C-10

I'm the middle child in our family. I was born in Mary Washington Hospital in Fredericksburg, VA, a long time ago. At the time, our family home was in Spotsylvania Courthouse (County seat of Spotsylvania County) a few miles west of Fredericksburg, near Chancellorsville Battlefield. Across the street from our house was a large Confederate Cemetery. But I can't tell about that because it is now not politically correct or some such. Anyway, we left there and moved to Alabama when I was about three months old.

After spending a little time in Alabama, Indiana, Mexico (Old Mexico), Texas and Mississippi, I got back to Virginia in 1959 and stayed until I moved to Mobile, January 1, 1986, except for the time I spent in the Army. When I joined the Army in September,

1967, I was employed as an auto mechanic for Chesapeake and Potomac Telephone Company, a Virginia-wide Bell system company. After my first tour with the Army I reported back to the phone company and was assigned to Lynchburg, VA. One of my coworkers was Claude "Willie" Williams, an auto restorer who was a member of AACA. He had a Model A he had showed until he won 1st place, senior, at Hershey and had to stop showing it for competition so he sold it and bought a Terraplane which he later traded for a 1933 Studebaker Sport Roadster (one of five known to exist) which I had the pleasure of helping him with. He took that one to Hershey and won first place and sold it to buy a 1957 Thunderbird and restored it for his wife's birthday. I moved to Richmond VA and over the years



Photo By Bill 10/30/14

This is how it looked when I bought it ...



This is what it looks like now ...





I hope it will look like this, eventually ... Three Shades of Grey ...

lost touch with Willie and that's the extent of my experience in restoring. I have rebuilt a couple but did not try to restore them: a 1947 Ford ½ ton with a 1948 Ford sedan engine; a 1948 Chevrolet Fleetmaster; a 1964 Pontiac Grand Prix.

My first car, when I was in the ninth grade of school, was a 1951 Pontiac Chieftain with a straight-eight flathead engine which kept me busy learning how to keep it running. After graduation I went to Danville, VA, for two years of technical school before going to work for the telephone company. And joining the Army.

I went to Vietnam in 1968 and just after coming back in 1969 I got married and I went for a long time without a car to play with. That marriage ended in divorce after ten years and during the ensuing 15 years before marrying my current (LAST) wife in 1994 I changed career fields from auto mechanic to gas pump mechanic. I installed and repaired gasoline pumping equipment and control systems. Living in apartments was not conducive to building cars.

Finally, I quit working; the Wife quit working and we went

home to enjoy 'retirement' although neither of us actually retired – we just quit. Our money situation improved slowly over the years and, after a few harrowing experiences in the stock market, we got things pretty well leveled out and I found a few extra dollars so I bought a truck – a 1970 Chevrolet C-10.

I had seen the truck sitting off the road with a 'for sale' sign on it so I stopped one day and checked it out. We were planning a week away and I told Kathy that if the truck was there when we got back I would buy it. She, of course, didn't understand but she went along and soon, I was the owner.

I bought it from a man who had started it then he discovered he needed money more than he needed the truck so I bought his project. And a load of parts. The truck had a few scrapes and scratches but nothing critical. The rocker panels and rear cab corners were rusted, and the bottoms of the doors, but nothing unexpected. A few days cutting and replacing metal took care of that part. Then I found heavy rust along the bottom of the radiator support and the inner front fender on the right side; this was under the battery and a combination of battery acid and rain caused those areas to rust away. I had to fabricate a couple of patches to take care of that.

The engine is a 327 ci with a two-barrel carburetor. All I have to do there is replace the GM 2-jet with a good Holley unit. It was running good when I drove it into the carport and took it apart.

If I can remember how to put it all back together, I think I'll have a nice pickup truck. I don't get to work on it as much as I want to; I have a house and an acre of land to take care of and there's always something to do.

Meanwhile, my daily driver is a 1998 GMC Sierra 1500. Possibly the best-looking 1998 GMC 1500 in Mobile. It's powered by a fuel injected 348 with an automatic transmission. (OK – it's called 5.7L with TBI but 348 sounds better and 5.7L is 348.27 cubic inches, so)



1998 GMC Sierra 1500



REWIND

The Pensicola Show

The West Florida Region of AACA held their annual show under the cool shade trees, but on a hot day, at Seville Square in downtown Pensicola on August 27th. We were glad to see former DSR members Bill and Nell Owen walking around the square! The DSR was very well represented with both cars and our people, and they reported a very nice banquet and many trophies. There were about 80 cars reportedly entered!

****!!!Notice!!!****

Lou Eschete wishes to remind all members that they **MUST** have the money (\$10.00 per person) to him

or Arline by the November meeting if you want to attend the 1988 DSR Christmas Party!

You can pay Lou or Arline, or you can mail it to them. Remember, No Paying At The Door This Year!!

Our Prez Sez:

We certainly need the support of all the membership in getting enough cars for our Annual Bel Air Mall display. Please plan on supporting the DSR by bringing your antique to the mall for the week of Oct. 9th thru Oct. 16th.

We also need your support for a display of antique cars on Saturday afternoon, Sept. 24th, at the Westminster Retirement Village at

WHAT DEEP SOUTH REGION WAS DOING 29 YEARS AGO from the August 1988 Sparkplug

Spanish Fort. All the old folks there will love them! The management will treat us to a free meal and there will be a "People's Choice" trophy awarded. We need at least 15 cars. Please meet at the battleship Sat. Sept. 25th at 2:30 pm

Our Chaplain, "Ole Hope", had written quite a few devotionals, that he had selected, several months in advance when he became ill and had to have his major surgery in January. When he used the last one he had given us in the last month's Sparkplug. So, as your editor has always had a bit of a despise to write devotionals.

Letter from the Editor

Fall is here even if it does not feel that way. We have had an incredible year this year and we will finish with a few more big events.

Many of our members will participate in Cruisin the Coast October 1-8. There are many other cars shows to participate in that include, but not limited, to Landmark Park Car Show on October 7, The British Car Festival and Navarre Beach Car, Truck and Bike Show on October 14, The Shirley Looney Memorial Car Show, Conecuh Sausage Festival Car Show, Foley Teen Challenge Car Show all on October 21.

October 28 we will have our 2nd Annual Fish Fry and Cruise-in at the club house. We will need everybody's help to make this a great event. Last year was a big success because we all pre-sold our tickets and got the word out about the event. Please get your book of tickets to sell at the meeting Thursday.

Fall also brings our year to an end and we will be looking for people to commit again or for new people to fill the shoes of those that will not continue as an officer. If you are interested in a position please let Connie or I know.

Remember a strong board builds a strong club. This is your opportunity to put people in place for another exciting year and new adventures in sharing our love for our hobby.

Charlotte

GRAB THE WHEEL, GET THE FEEL!

2017

Hershey

AACA
EASTERN DIVISION
NATIONAL FALL MEET
OCTOBER 4-7, 2017

HERSHEY REGION
Antique Automobile Club of America
CHARTERED 1955

ANTIQUE AUTOMOBILE CLUB
OF AMERICA



Minutes from the August Meeting

AACA Deep South Region
Meeting Minutes
August 24, 2017

The August 24, 2017 meeting of the AACA Deep South Region was called to order by President

Zeno Chaudron followed by prayer and the Pledge of Allegiance.

President Chaudron presented the platform speaker system given to the Deep South Region by The Gulf Coast Region in honor of the Club's 50th anniversary at the 50th Anniversary Banquet.

The Secretary requested a motion that the Minutes from the July meeting, as printed in the Sparkplug be approved. Brian Daly made the motion and it was seconded Charlotte Dahlenburg. The motion was passed unanimously.

The Treasurer resented the Financial Report and requested a motion that the August 24, 2017 Financial Report be approved. Brian Daly made the motion and it was seconded by Charlie Lyles. The motion was unanimously passed.

The President appointed David Ladnier Activities Chairman, to lead a committee to implement the October Fish Fry and Cruise-In to be held at the Clubhouse on Saturday, October 28, 2017. Paul Dagenais made a motion that the Fish Fry be made an official club activity. The motion was seconded by Charlie Lyles. It was approved unanimously.

Tracy Metclaf made a motion that Ken Jordan, CPA, be reinstated as a member of both AACA and DSR, and that compensation for his work as DSR accountant be membership dues to both organizations. The motion was seconded by Bobby Peterson. The motion was approved unanimously.

Walt Fuller requested cars for the Trinity Episcopal Church festival to be held September 23, 2017. Upon motion to adjourn the meeting made by Tracy Metclaf and seconded by Paul Dagenais, President Chaudron called the meeting to a close.

Respectfully submitted,
Tracy Metclaf, Secretary

Cruisin for a Cause at the Hooptie Do

Frank Piper attended the Hooptie Do 4 Heart Disease Car and Truck Show "Cruisin for a Cause" on Friday, September 8, 2017.

The cruise-in/show was held at 3 pm at Springhill Medical Center in Mobile. All entrants enjoyed a seafood feast.



1920s Tools for the new era



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The American economy boomed throughout most of the 1920s. For the first time, American families — no matter what their social status — were buying electric washing machines, refrigerators, gas stoves, and automobiles on credit. But even as installment buying was fueling the growth of industries such as appliances and automotive, it was also putting consumers further and further into debt. When the stock market crashed on October 29, 1929, the good times came to a screeching halt, triggering the start of the Great Depression. The automotive industry dominated the decade. By 1929, more than one half of all American families had cars, and one out of every eight workers was employed in an automotive-related job. The industry even changed how Americans worked, when, in 1926, Henry Ford introduced the five-day work week. Of course, Ford's move was not totally altruistic. His opinion was that the more time people had off, the more money they would spend.

Automakers weren't the only ones to benefit from America's love affair with the car. Many machine tool companies found success with automotive-related applications. Some even used automobiles to market their products.

One such company was started by a young garage mechanic named Joseph Sunnen. Tired of using bulky, knuckle-busting tools to remove valves from engine blocks, Sunnen devised and patented a lightweight, easy-to-use valve lifter hand tool.

To market his invention, Sunnen went to unusual extremes. He knew that he could sell the tool if he could demonstrate it to garage mechanics. So, he cut the roof of his 1917 Hupmobile and replaced it with a sleeping/storage compartment made of wood and canvas — quite possibly the world's first RV. He and his wife Cornelia then hit the road with 500 valve lifters and \$4.29 in cash, traveling from garage to garage in the Midwest and sleeping in the "camper shell" overnight.

The success of his first trip let Sunnen begin full-time manufacturing operations. The business quickly expanded, and eventually became the Sunnen Products Co., which now sells honing machines, madrels, abrasives, and more.

The story of Owatonna Tool Co. (OTC later becomes SPX Corp.) parallels that of Sunnen Products. Its founder, Reuben Kaplan — yet another young mechanic — believed that conventional toolkits had a number of shortcomings. So, he designed his own tools for special service jobs and traveled from town to town to sell them.

During this time, Kaplan worked with

Truth Tool in Mankato, Minn. But when promised royalties didn't materialize, Kaplan quit and founded OTC in 1925. His company's first product was the Grip-O-Matic universal gear puller.

Interestingly, Kaplan eventually got his revenge on the company that stiffed him. Years later, with OTC flourishing, Kaplan and Truth Tool crossed paths again, with Kaplan buying Truth and moving it to Owatonna.

Of course, entrepreneurial spirit was not limited to the auto industry. Many important companies also evolved from small machine shops or even personal workshops.

Moore Special Tool Company Inc. (later Moore Tool Company Inc.) started after founder Richard F. Moore landed a job in the toolroom of the Singer Sewing Machine Co. After three years with Singer, Moore left and started his own business in 1924. He equipped his jobshop with a secondhand, 14-in. Handy Lathe, one Brown and Sharpe Miller, one Producto Drill, a LeBlond Universal grinder, and a new American Shaper.

He hired a full-time toolmaker and a boy to run errands.

Originally focused on supply contract machining and toolmaking services to the large industrial manufacturing base in New England, the company quickly realized the need for higher levels of





precision and productivity. This insight led to the development of Moore's first product, the Jig Borer, in 1932.

Another early entrepreneur, Niels C. Miller, started his jobshop a little closer to home, in his basement. In 1929, he built an AC welder for stick welding that was smaller, lighter, and less expensive than DC welders of the time. It also used single-phase instead of three-phase power, so it could be plugged into any wall outlet. This welder, the first in a broad line of products offered by Miller Electric Mfg. Co., was constructed out of scrap sheet steel, core, and coil materials.

Welders weren't the only thing running on electricity in the 1920s. By 1929, electricity operated approximately 70% of American factory machinery, compared to 30% just 15 years earlier. Rather than using belts for power, machine tools suddenly used motor drives, and another new technology, hydraulic transmissions, quickly emerged.

One of the companies benefiting from the charge toward electrically operated machines was Baldor Electric Co. in St. Louis. Formed in 1920 by Edwin C. Ballman, the company produced electric motors. Its 1924 catalog stated,

"We have designed our motors to have high efficiencies . . . motors that will give service on a minimum energy input."

As for hydraulic power, the Cincinnati Milling Machine Co. blazed a trail by applying it to high-production machine tools, allowing them to feed work more powerfully and precisely. These Hydromatic machines, introduced in 1927, used hydraulics to move the worktable.

Innovations like the Hydromatics helped the Mill, as it was commonly referred to, become the largest machine tool builder in the U.S. By 1929, the company had sold more than \$10 million in machine tools.

While the American metalworking industry was leapfrogging ahead in the 1920s, there were significant startups in other parts of the world. For instance, in 1921, Chiron-Werke opened for business in Tuttlingen, Germany. The company made precision surgical instruments for the medical field and took the name Chiron from a figure in classical Greek mythology who was said to have possessed great knowledge and astounding manual dexterity. Later, the company, which also manufactured automobiles, evolved into Chiron America Inc., a manufacturer of vertical machining centers, CNC drilling and tapping machines, manufacturing cells, and more.

The Japanese were also making great strides in the area of precision machining, and consequently, needed instruments to measure and advance this precision. Therefore, in 1928, a small company, called Tsugami Seisakusho Co. Ltd., was formed. The company began with a line of accurate micrometers and block gages and quickly moved into the business of designing and building universal measuring machines and circular dividing machines. By the mid-1930s, this small company, which eventually became Mitsui Seiki Inc., began building machine tools such as jig borers and cylindrical grinding machines.

And perhaps one of the greatest technologies conceived overseas was a new cutting tool material, tungsten carbide, which was introduced by Krupp AG and exhibited for the first time at Leipzig Spring Fair in 1927. The tooling was called WIDIA, an acronym of the German words Wie Diamant, meaning



"like diamond." Interestingly, H. Prussing, head of Krupp's patent office, devised the name on an envelope.

Of course, Americans were also studying this new material. Dr. Samuel Hoyt of General Electric's Lamp Department began experimenting with tungsten carbide in 1925. Recognizing the commercial value of his discoveries, GE introduced its own brand under the name Carboloy. Early products included turning toolbars and inserts used in the automotive, farm, off-road, aerospace, and mold and die industries.

Machine tools that were able to take advantage of the higher metal removal rates of the new cutting tools soon appeared on the market.

In addition to all the technological innovations, the 1920s also marked two other important industry events. The first was the first Machine Tool Show (which later evolved into the International Manufacturing Technology Show or IMTS). Sponsored by the National Machine Tool Builders' Association, the show opened September 19, 1927, and ran for five days in Cleveland.

1920

Magnus Wahlstrom and Rudolph Bannow Bridgeport Machines Inc.

Bridgeport Milling Machines are known throughout the world, but few know that these machines came about because two Swedish immigrants were looking to make it big selling electronically operated hedge clippers. Magnus Wahlstrom and Rudolph Bannow started their hedge-clipper business in 1929, but soon scrapped the idea to develop a portable, self-contained 1/4-hp high-speed milling attachment. The attachment did so well, even during the Depression, that they developed a second model with a 1/2-hp drive. But customers kept complaining about mounting such a nice attachment on their old equipment, so, in 1938, Bannow sketched out an idea for a milling machine with a built-in 1/4-hp high-speed milling head.

Companies founded in the 1920s

Baldor Electric Co. (1920), Chiron America Inc. (1921), W. Schneeberger AG (1923), Moore Tool Co. Inc. (1924), Sunnen Products Co. (1924), SPX Corp. (1925), WidiaValenite (1926), Carboloy Inc. (1928), Magnetic Analysis Corp. (1928), Mitsui Seiki (U.S.A.) Inc. (1928), Pyrometer Instrument Co. Inc. (1928), Bridgeport Machines (1929), Miller Electric Mfg. Co. (1929), National Broach and Machine Co. (1929)



Fish Fry

Bake Sale

Cruise In



Deep South Region Antique Car Club

Fish Fry, Bake Sale & Cruise In

Saturday October 28, 2017

11am till 2pm

Fish Fry Plates are \$8.50

Baked Goods for Sale

Cruise In Free

951 Forest Hill Drive • Mobile

Call 251-423-0946 to pre-order for delivery to your company.



The  Sparkplug

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The Sparkplug



Why join the Deep South Region (DSR) of AACA

Belonging to AACA includes: *voting privileges, exhibiting your cars in national meets, enjoying tours hosted by Region Chapters all across the United States, and competition for national annual awards and prizes, and the bi-monthly Antique Automobile Magazine.* As a DSR member, other perks include the opportunity to learn more about your antique or classic car(s) from other members; hear interesting guest speakers at special programs; find parts and dealers; socialize with other owners; complimentary subscription to our DSR newsletter *The Sparkplug*, and the opportunity to feature your vehicle(s) on our Club's website.

Howto join DSR:

- 1) Come as a guest to one of our meetings - open invitation - no further invitation necessary. We meet on the fourth Thursday every month at 7:00 pm. Generally, our meetings are held at the DSR Clubhouse at 951 Forest Hill Drive, Mobile, Alabama. Check our website for location changes.
- 2) You may join DSR by first joining the National AACA organization. You can access membership online: aaca.org and click Join/Renew Today. The annual dues are only \$35 per year. You have not checkout the AACA website, now would be a good time to learn about the national organization.
- 3) After you have joined AACA, complete the following information and bring it to one of our meetings, or you may mail it with a \$20.00 check for DSR annual dues to our Club Treasurer: Paul Dagenais, 58 South Julia Street, Mobile, Alabama 36604.

Deep South Region AACA - Mobile, Al

National AACA Membership Number _____

Note: You must be a member of AACA to join Deep South Region. Our annual dues are \$20.00 for couples or singles for a complete 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.





National Car Shows

October 2017

4-7 - Eastern Fall Meet • hosted by Hershey Region

February 2018

8-10 - AACA Annual Meeting • Philadelphia

March 2018

2-3 - AACA Special Winter Meet/ Special Annual Grand National • San Juan, Puerto Rico

April 2018

5-7 - Southeastern Spring Meet • hosted by Hornest Nest

Region • Charlotte NC

20-12 - AACA Western Spring Meet • hosted by Tucson Region • Tucson Arizona

May 2018

11-12 - Central Spring Meet • Auburn, Indiana

31- June 2 - Annual Grand National Meet • hosted by Western PA Region • Greensburg, Pennsylvania

September 2018

12-15 - AACA Central Division Tour • hosted by Amarillo Region • Texas Panhandle



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	Po-Boy's Cruise In 5-8 pm	Tillman's Corner KFC, Hwy. 90	Jo Jo Johnson 251-367-6643
2nd Friday	Hooters	Daphne, AL (Feb-Nov)	
2nd Friday	Downtown Cruise	Ocean Springs, MS	
2nd Saturday	Dillard's	Eastern Shore Mall, Malbis (Jan - Nov)	Eastern Shore Cruisers
3rd Thursday	Sonic	Foley, Hwy. 59 (Mar-Nov)	
3rd Saturday	Beef O' Bradys	Spanish Fort, Hwy. 90	
3rd Saturday	Bay City Grill	5675 Hwy. 43 Satsuma 4-8 pm	
3rd Saturday	Bootleggers Pizzeria	1913 Pass Rd, Biloxi	228-324-6444
3rd Saturday	Orange Grove Cruiser's	Acadian Piza on Hwy 49 Gulfport, MS	
4th Saturday	Hot Wheels & Wings Cruise-In	Hooters Hwy. 98 Daphne 3-6 pm	
4th Saturday	Ingalls Engineering Complex	Passacaglia, MS	Magnolia Classic Cruisers
4th Saturday	10126 Grand Bay Wilmer Rd	10 am - 1 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 (Mar-Oct)	251-747-2022



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Local Car Shows

Sept 30

Home of Grace Truck & Car show. First Baptist Church, 121190 MS-605, Gulfport MS Registration 8-10 am Awards at noon. Governors Choice Award.

Oct 1-8

Cruisin' the Coast Gulfport, MS www.cruisinthe coast.com

Oct 7

Landmark Park Car Show, Dothan, Alabama. Rgistration \$10 8-10 am MOrE Info at 334-794-3452

Oct 14

British Car Festival 2017, Fairhope United Methodist Church, Fairhope Alabama

Oct 14

Navarre Beach Car, Truck & Bike Show. 8 am - 4 pm. Navarre High School, Navarre Florida. Info at 850-736-2342

Oct 14 Pensacola Miracle League 1st Annual Classic Car, Truck & Bike Show 8 am - 4pm Awards at 2 pm info at [mlicarshow97@gmail.com](mailto:micarshow97@gmail.com)

October 21, 2017

The 8th Annual "Shirley Looney Memorial" Car Show Dauphin Way Baptist Church. Registration opens at 8:00 am. Entry fee is \$20 if received by October 12, and \$25 day of show. For more info call Dauphin Way Baptist Church at 251-342-3456, and ask for Robin.

Oct 21

1st Annual Conecuh Sausage Festival Car Show - Evergreen 7 am - 4 pm. No Entry Fee. Info contact Glen Freeman (251) 867-4781

Oct 21

Foley Benefit for Teen Challenge Car Show

Nov 3-5

Slamber Party 2017 Little Black Creek, Little Black Creek Rd, Lumberton, MS

Nov 4

Gulfport Octane, Downtown Gulfport starting at 9 am. 70+ Exotic cars

Nov 8-11

Emerald Coast Cruizin' Fall Event, Panama City, FL www.emeraldcoastcruizin.com/

Nov 11

Pensacola Arts and Crafts Show 9 am - 3 pm

Sentimental Tour
2018

A Tale of Two Cities...
How Chance and Circumstance Changed the South

Hosted by Louisiana Region

November 5-9, 2018, the 10th Sentimental Tour, with a focus on the Antebellum South, featuring Natchez and Vicksburg, Mississippi. For vehicles 1928 through 1958.

Natchez, Vicksburg, Vidalia, The Natchez Trace, Native American Sites, Settler and Explorer Sites, Battlefields, MORE!

For details, Contact Tour Chairman Charlie Froehlich at (601) 749-9935
www.aaca.org www.visitnatchez.org www.visitvicksburg.com

SOUTH ALABAMA BRITISH CAR CLUB
British Car Festival 2017

Celebrating 55 years of the Triumph Spitfire
October 14 • Fairhope, Alabama
SUPPORTED BY MINI OF PENSACOLA



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