



# The Sparkplug



Deep South Region A.A.C.A. Newsletter, Vol. 46 No. 9, August, 2013

## A conversation with Brian Daly

I had hoped to meet up with Brian a day earlier that we did. He works for the National Weather Service and as such some of his time is, well, weather driven. Brian owns the Black MGA MKII that we occasionally get the pleasure of seeing. Brian told me that he was born in Newark NJ but that his family was relocated to the Houston TX area when he was a boy. His father was an engineer who worked at Ellington Field just south of Houston.



Brian obtained a degree from the University of St. Thomas in Houston in the field of meteorology. He said he wanted to be a pilot. However, as he wore glasses he wasn't eligible. As flying involves intimate knowledge of the weather in which planes fly, he gravitated towards meteorology. Brian started graduate school at Penn State but decided to leave (he ran out of

money) and join the Navy in 1979, being commissioned in 1980. He was in active service for 10 years then 16 years in the reserve. He said he really enjoyed being in the Navy and wore many hats while there. One of the activities he engaged in was the development of custom weather forecasts for individual ships. He left active service as a Commander. After Brian left active service, he lived in Galveston and worked for the National Weather Service. It appeared to me that he's enjoyed the various activities he's experienced over the years both with the National Weather Service and as a reservist. He moved to Mobile in 1998 where he says the weather is always a challenge. Brian reported that during the move he bumped into a group of DSR members who were on a club trip to either Mississippi or Louisiana. The DSR members informed him of the various British Car clubs in the area which he joined fairly promptly upon arriving in Mobile. He did not join the DSR or AACA until a number of years later.



Brian bought his MG in May of 1969. He bought it from a young priest who needed a form of transportation that was more practical. He paid \$700 for it. The original car color was black. In 1970 he painted it red. It remained that way until he had a major restoration in 1995. He said his father was appalled at his purchase assuming that he would kill himself in the small convertible. Brian did say he was a bit of a radical when he first got the car (he got it up to 110 mph) which

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## Message from the DSR President

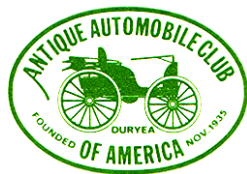
Greetings to all.

Every morning I have coffee with Mom & Dad at about 5:30 in their home. One thing that was different this past Sunday morning was when I walked outside going for coffee you could feel a change in the weather. It wasn't that much cooler but you could feel a crispness in the air that Fall was here. This let me know Mother nature was turning another page in the cycle of time.

We were in Butler, Alabama, a few days ago with my wife's family. Rheba's brother Tim has worked on automobiles ever since I can remember. He has two sons that have worked with him over the years as well. I always make a point to see what he's been working on or as he says piddling on. Thomas, my nephew, had a couple old Ford trucks (1949/1951 yr) sitting there in wait that he wants to restore (One day). The old trucks have been setting in the edge of the woods for a while. I told him it would be great to see him get started on them. He said the Flathead V8 runs like a top & the other one that doesn't has an inline 6 cylinder engine. I told him if he could start doing a little bit each day it wouldn't take long so see some progress made on the old trucks. I call it "turning a page." To me it's like writing a book when you start restoring a old vehicle, the pages turn into chapters & next thing you know you have completed the book on your accomplishment.

That reminds me, I have a couple projects myself I have got to finish. Hope your (PROJECTS) are rolling along as well. See everyone this Thursday at our monthly meeting. I understand Fried Chicken will be the subject at 6:00 pm.

Zeno Chaudron, Pres.



## DSR Officers for 2013

President: Zeno Chaudron .....251-423-0946  
Vice President: Foy Bobo .....215-661-6133  
Secretary: Tracy Metclaf .....251-689-2926  
Treasurer: Bobby Peterson.....251-342-8960  
Editor: Paul Dagenais .....251-610-4533  
Activities: Tim and Stacy Lawrence.....  
.....251-401-3019  
Member-at-Large: Charlie Lyles .....  
.....251-973-2078

## Appointees and/or Volunteers

Chaplain: Kevin Crowell..... 251-802-4640  
Historian: Paul Dagenais.....251-610-4533  
Program Chairman: Ernie Rogers .....  
.....251-604-5368  
Refreshments: Pat Paquet .....  
..... 251-661-4009  
Webmaster: Herb Thoms .....251-654-2933

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 \$15.00; AACA national dues are \$35.00. Ownership of an antique vehicle is not a requirement for membership.

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he wisely did not report to this father until years later. He told me of a hydroplaning incident on a major Houston freeway in 1970. It turned out his tires were hard due to dry rot. He said this resulted in a wake-up call to himself that he needed to learn about care and maintenance of the car.



The MG has had somewhat of a checked past and is not a stranger to rust. Brian stated that around 1975 he found out there were no splash plates inside the front fenders (sorry, wings). He said he dug out about 8 inches of dirt and gravel from the insides of the fenders and had to have both of them replaced due to rust. He has no clue who removed the splash plates or why. From 1975 the MG sat in a backyard shed that he and his father built in this father's backyard. Brian had intentions of restoring the car

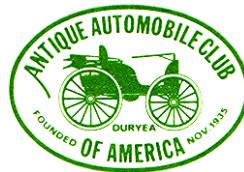
himself but realized he didn't have the equipment or the space to do it. He started the restoration in January 1996, the flatbed truck was accompanied by Brian, his ecstatic mother and happy father. Brian called this a "parent inspired" restoration (read: Dad wanted his space in the backyard back). The car was professionally restored in Houston which turned out to be a two year project.

#### **Specifics:**

Early 1600 MkII. Approximately 389th of 6,000 built. This was the last of the MGAs (April 1961). Original color black. Engine 1622 cc (~98 CID) 93 BHP. Twin SU HS-4 carburetors. 4 speed non synchronized in 1st gear (Brits called it a "crash gearbox"). Weight ~1950 lb.,

**Submitted by Paul Dagenais**

**Congratulations to Herb and Nancy Thoms on celebrating their 55<sup>th</sup> wedding anniversary on September 20<sup>th</sup>.**





## University of Mobile, 1950's Orientation

DSR's Ross Sloan brought his two cars and his two grandchildren, Abby Kennedy and Wesley Jarrell.



Check out the Deep South Region Website at:

<http://local.aaca.org/deepsouth>



**Canadian Photos:** My sister Suzanne was wondering around The Renfrew Catholic graveyard and found this. Renfrew is a small town in the Ottawa valley which is in the eastern part of the Province of Ontario. Some members may remember her as she attended a DSR meeting a couple of years ago. She says she was amused to see the image of the Dodge which she came upon first. That turned to astonishment when she saw the name of the other side. She said she guessed the love of old cars is in the genes. A family friend, Jean Guy LaPointe, did our family tree several years ago and found that my Dad's family did come from this region. The Dodge is okay, but a DeSoto is better.

**Paul Dagenais**



**AACA Deep South Region  
Meeting Minutes  
August 22, 2013**

The August 22, 2013 meeting of the AACA Deep South Region was called to order by Vice President Foy Bobo in the absence of the President. Buddy Givens gave the invocation which was followed by the Pledge of Allegiance.

Bobby Peterson, Treasurer, presented the Financial Report which was then approved by the membership upon motion by Patt Paquet and seconded by Paul Dagenais.

The Minutes of the July meeting were approved as published in the Sparkplug upon motion by Herb Thoms and seconded by Bobby Peterson.

A request for consideration of sponsorship for the British Car Show Club was made by a representative of the British Car Club. No action was taken.

It was reported that Nancy Thoms has recently acquired a 1973 VW Beetle that is now under restoration.

The meeting was adjourned and the members headed for the refreshments table.

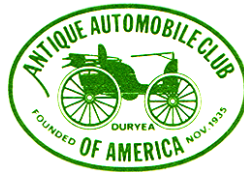
Respectfully submitted,

**Tracy Metclaf, Secretary**

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**NEXT DSR MEETING WILL BE THURSDAY September 26th, 2013 AT 7:00 p.m.**

**The Fried Chicken Dinner will start at 6:00 p.m. Come hungry!**



**Don't forget: 17<sup>th</sup> Annual Cruisin' the Coast, October 6 – 13, 2013.**

<b>Cruise-Ins</b>			
<b>Time</b>	<b>Location</b>	<b>Address</b>	<b>For More Info Contact</b>
1 <sup>st</sup> Thursday	What-A-Burger	Airport & Snow Road	Bubba Blanton 251-610-4032
1 <sup>st</sup> Saturday	Edgewater Mall	Hwy 90, Biloxi MS	Jimbo 228-596-0664
1 <sup>st</sup> Saturday	Kenducky Fried Chicken	Tillman's Square, Hwy 90	Jo Jo Johnson 251-367-6643
1 <sup>st</sup> Saturday	5 Guys	Airport At University	Brenda Drinkard 675-9226
2 <sup>nd</sup> Thursday	5 Guys	University at Airport	Port City Corvette, Mobile Bay Mustang Club
2 <sup>nd</sup> Saturday	Sam's Super Burger	Grand Bay	Southern Bay Cruisers 251-442-6877
2 <sup>nd</sup> Saturday	Dillard's	Eastern Shore Mall	Eastern Shore Cruisers
3 <sup>rd</sup> Saturday	Steak 'n Shake	Schillinger Road	Past Time Cruisers
4 <sup>th</sup> Saturday	Mings Café	Highway 43 in Saraland	North Side Cruisers
4 <sup>th</sup> Saturday	Northrop Complex	Pascagoula, MS	Magnolia Classic Cruisers
5 <sup>th</sup> Saturday	American Legion Post 1992 3824 Old Spanish Trail	Gautier, MS	Sons of the American Legion
Last Saturday	Sonic - Hwy 59 South	Robertsdale, AL	251-747-2022



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