

**Your February 2010 issue of The Sparkplug follows this page
There are 12 pages in the newsletter including this calendar**

2010 Dates to Remember

- Feb. 25** February Meeting with Soup & Chili Supper in the clubhouse—meal begins at 6:00 p.m. Late arrivals welcome.
- Feb. 27** Gulfport, MS 6th Annual Hot Rod Weekend at Gulfport Dragway. Gate open Saturday at 9 am. \$25 Car & driver, \$5 each passenger at the gate, includes all inside activities—Awards at 5 pm. Car Show, swap meet, 50/50 Waffle House 4th Annual Chili Cook-off with a first prize \$300 + trophy, 2nd \$200 + trophy, 3rd \$100 + trophy. Street Drag Racing (traditional Street Drags rules—no classes-no time slips, 1/8 mile. Drivers decide winner. Host Club : The Misfits—Sponsor: Gulf Coast MotorSports Magazine. Swap Meet Vendors Welcome—no food vendors. Info: Jimbo: (228)596-0664 OR Terry (228)216-1259
- Mar. 6** Mobile, AL 8th Annual Charity Classic Car Show at Christ United Methodist Church using 5-ball judging. For more info go to www.mobilecarshow.com or reconsgopher@comcast.com for more info.
- Mar. 13** Mobile AL 10th Annual Cars for a Cause Car Show by the Past Time Cruisers with net proceeds to the Child Advocacy Center and other causes. Show site parking lot of Southeastern Salvage (Old Sam's Club location) west side of I-65 Rain or shine.For more info: Tom Ebl at (251)379-0211.
- Mar. 20** Biloxi, MS 15th Annual MS Coat Volkswagen Clubs Charity Show at Edgewater Mall Call Ed at (228)396-2924 for show and vendor info.
- Mar 27** Bay Minette, AL Crusin' for the Classroom Car Show to benefit the Bay Minette Intermediate School. For more info call (251)580-0678 Show site is the school campus.
- Mar. 27** Lillian, AL Annual Custom, Classic and Antique Auto Show benefiting the Lillian United Methodist Church on US 98 at Perdido St., 3/4 mile west of Perdido Bay Bridge across from the Post Office. Open show, rain or shine. Info: Church: (251)962-4336 or Ken (251)962-4178 or Wade (850)453-1023



The Sparkplug

Deep South Region A.A.C.A. Newsletter, Vol. 44 No. 2 February 2010



DSR's annual January Catfish Run By Charlie Froehlich

We have not been able to make many DSR functions lately and we always enjoy the Catfish Run so it looked like a good idea. Even better, this year's run started at Henderson's Car Museum, another place worth visiting. Bright and early on Saturday morning, January 23rd, we loaded up the '52 Vicky and headed east on I-10. It was a comfortable sunny day for driving and we were even able to view another group of cars headed west to the Diamondhead Winter Rod Run

Arriving at Henderson's a bit after 10:00 a.m. we found the place jumping. Many DSR members and friends arrived ahead of us and all were enjoying the sights. The new 1923 Premier had a prominent spot just inside the entry door. In addition, there were many interesting vehicles

on display that we had not previously seen. Henderson's is always a great place to visit.

After an hour and a half of viewing the cars, renewing acquaintances and making new friends, someone blew the whistle; it was time to load up and caravan to David's Catfish Cabin. Our route leader, Buddy Paquet, explained that we would take Government Street through downtown Mobile, through the old Bankhead Tunnel and go across the Causeway to the eastern shore. After crossing Mobile Bay to Spanish Fort, we continued on Highway 31 to the restaurant.

Our group has always had tables in the "back room" and usually there are a few empties but not this time. I can't remember any of the previous Runs that we filled every table in the "back room". This was an out-of-the-ordinary attendance. We were pleased to have two couples visiting from out of state to join us; Jim and Linda Hurst from Kalamazoo, MI and Bob and Nelda Van Horn from Bloomingdale, MI, driving their

antique vehicles. They will be in the Mobile area until around the first part of March.

The wait staff took our orders and the folks in the kitchen did a fine job of getting the food out. Everyone at our table each had something different and all remarked that it was very good. After eating, we paid our bills and stepped out-side to a significant change in the weather. The sunny, warm day had turned overcast with a strong, cool wind. But that was OK, we were going home anyway.



Ardie and I went straight to I-10 westbound. We encountered occasional mist, but no heavy rain. As we approached Diamondhead, we decided to drive in and see how the street rods were doing. Well, it appeared that even street rodders are not lovers of winter

weather. Most of the cars had already left and the few people we saw were huddled up in the warmer spots. We got back on the road and finished our trip home – about 270 miles round trip in the 1952 Ford Victoria.

DSR members making the first outing of the year were **2 Bobos, 2 Brights, R. Burroughs, 2 Chaudrons, L. Crowdus, D. Dillehay and fiancée Ruth Gunter, 2 Froehlichs, 2 Fullers, B. Givens, Ed and Eddie Grimes, 2 J. Hendersons, 2 S. Hendersons, T. Henderson, M. Ikner, 2 Lyles, 2 McCuskers, 2 Musgroves, 2 Paquets, 2 Pendergrass, B. Sells and grandson Michael Pitts, 2 C. Smiths, S. Suttle and 2 Thoms.**

Due to other commitments/obligations, some of the group had to pass on going to lunch but we still had adequate time to visit with everyone at the museum. Jim Henderson had 19 family members/guests so we had a grand total of 59 people spending some quality time together enjoying the common bond of old car lovers.

From the driver's seat



It sure has been a cold winter so far. So much for global warming! This has kept most of us from

venturing very far out of the garage. It does, however, make time for many of us to tinker with our cars and trucks, getting them ready for warmer weather. (I have been working on the Biscayne's brakes.)

Before you know it, the temperatures will rise and the cruise-ins and car shows will start up again. I can't wait to see what improvements and/or changes have been made to many of the vehicles in our club. I know a couple of members have purchased new "old" cars and we hopefully will get to see them for the first time soon.

If you look at the calendar of this newsletter, you will see that there is a car show every weekend starting with one of the largest here in Mobile, the Christ United Methodist Church show. This is a good opportunity on two fronts: (1) we can support their endeavor by our members putting vehicles in their show and (2) it is a good way to distribute flyers for our own DSR show coming up May 9th.

Our Car Show Committee is working hard to get sponsorships finalized as well as getting the flyer together as quickly as possible. A lot of volunteers will be needed to make the show a success we want it to be so please get with one of the committee members to let them know you will help.

I realize that not everyone can go to every show but usually there are a few of our members that get to most of those within a 50-75 mile radius. That said, it would be to the club's benefit for anyone attending any show to take a supply of flyers and put them out.

I look forward to see all of you on Feb. 25 for our annual Soup & Chili Supper and the monthly meeting.

Steve Goren, President



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The *Sparkplug* is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:00 PM in the clubhouse located at 951 Forest Hill Drive. 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 Antique a vehicle is not a requirement for membership.*

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**Please share this
newsletter with
a friend.**



Thought for the month: How many of you can remember when no one ever ask where the car were because they were always in the ignition and the doors were never locked?



Editor-speak...

The year of 2010 got off to a good start club-wise with the annual Catfish Run to David's by way of the Henderson Museum. I was very much surprised to see so many

people in attendance at Jim's museum until someone told me there were a number of his family there.

I would like to thank Charlie Froehlich for the well-written article on the event. What a good newsletter needs is articles written by several members. Otherwise, as my two sons would say, "Bor-r-r-i-i-n-n-g-g!" You will note that I have also included another story by Charlie on their participation in the AACA Glidden Tour. I know that it might be considered "old news" since it took place this past August. However, when I read it, I personally thought it was timeless.

At the restaurant, my wife and I had the good luck to sit with Ed and Eddie Grimes. For those of us who do not – or did not – know, these two fellows are father and son. After spending nearly two hours with them, I can truly say that I, as well as my wife and our guest, enjoyed ourselves. When the next outing takes place, I plan to find other members I am not well acquainted with to learn more about them. Sitting with members that you don't know very well is an excellent way to find out what makes them tick.

AACA says a good way to spark interest in a club is to get our cars out where they can be seen. This was a fine opportunity and there were 23 antique cars on the road and in the parking lot.

I find there was a good amount of material for this month's newsletter but I was able to squeeze in a bit of "car stuff" on Page 9 I hope you'll like.

Sympathy

Members of DSR would like to extend belated condolences to Ardie Froehlich on the death of her mother on December 30th.

A memorial contribution has been made to the Sheridan Memorial Home in McClusky, ND where Mrs. Olivia Nigrin lived for the past several years.

Winner of the Glidden Tour

Quality wins. Competing with many of America's expensive and best-known cars, over an extremely difficult course embracing all conditions of endurance-testing roads and hills, the METZ team of three regular stock cars was the **ONLY** team that held a perfect score for the entire eight days of the contest.

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Soup & Chili Supper Contributors

- | | |
|----------------|--------------|
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| Chicken Noodle | Paquets |
| Vegetable Beef | Brights |
| Taco Soup | Crowdus |
| | Chili |
| Fresh Roadkill | Bobos |
| Beef | Grimes |

Salad

Fullers

Crackers/Bread

Tracy Metclaf The Lyles

Desserts

Cake – The Smiths Brownies – The Cox

Misc. – Pete Pearce The Gorens

Tea & Ice

Ross Sloan

DSR members helped launch children's Mobile Mardi Gras parades 45 years ago

By Patt Paquet

DSR member Eugene Cox has always been an avid fan of Mardi Gras and encouraged his wife, Doris who is a native of Atlanta, to get involved, too. She did just that one Sunday afternoon 45 years ago while Gene was at work and she was home with the children. She was sitting near a window reading the Sunday paper when she heard a noise outside and looked up to see one of their sons, Bobby, and a friend pulling one a wagon that had been decorated as a Mardi Gras float. This was the beginning of the Rosswood Subdivision's Mystic of Children's Mardi Gras celebration. They asked if they could go around the neighborhood and Doris, being a good Mom, went along as a crowd of one.

As time passed the little parade grew to the point of having its own mascot, a big dragon and two baby dragons. Five or so years later, nearly every family's children participated, building floats on whatever they could find with wheels and pulled them by hand or with lawnmowers.

Fast forward ten or so years and you will find the kids were planning several months in advance what their parade would be like. They would gather in the Cox's playroom while Gene and Doris sat in the kitchen listening and giving advice when asked. The little group had reached a point where they had a queen, who was given a Queen's Reception in the Cox playroom and charm bracelet with a charm commemorating her honor by the local garden club to memorialize the event.

When one of the Cox's sons outgrew participation, there was another ready to step in. Doris said the best thing about the neighborhood parade was that it was "simple and child-like, by children, for children". Although she and Gene have given up being the glue that held the neighborhood activity together, they have grandchildren and great grandchildren that participate.

She remembers one occasion when then Mayor Bob Doyle stopped by on his way to the airport and said he would be back in time to see the end of the procession. Unfortunately, there was so much traffic, he couldn't get into the area. This was when the City felt the event such a worthwhile community activity, a police escort was provided to head up the procession.

Now, the Coxes enjoy watching the pageant unfold from the comfort of their lawn chairs or if the weather is "iffy" from their front windows. While all of their sons have outgrown being one of the leaders, neighborhood boys have filled the gap. But there are still those grands and great-grands to take up the slack when the time comes keeping both Gene and Doris involved in one way or another. I personally think they both will always be young at heart.

Westminster Mardi Gras Parade

By Ross Sloan

On Saturday, January 30th, our club had the great privilege of participating in this retirement community's annual private Mardi Gras parade for the benefit of the residents.

We met at 12 noon in the Rite Aid Shopping Center in Spanish Fort with the intent of having lunch at a place suggested by one of the participants who has requested to remain anonymous. It had been profiled in the Mobile Register's food column so it sounded like a good idea. The place, called Chery's, unfortunately wasn't open so we moved across Hiway 98 to another shopping center that had a Beef O'Brady's and from my taste bud's standpoint, was most excellent. Everyone seemed to enjoy the fare as well.

Then it was off to do the parade which has expanded over the years for this excellent senior living facility. The route is probably a total of ½ mile and resident revelers extended over most of it. Those outside as well and indoors seemed to enjoy seeing our cars as we made a triple circumnavigation of the grounds. Bringing cars were **L. Crowdus, 2 Paquets, J. Pendergrass, 2 Smiths and myself.** If success was the ultimate goal, then DSR can be very pleased with its participation.



Were these members getting into the Mardi Gras spirit early??

A Flathead Ford V-8 trip to the Glidden Tour

By Charlie Froehlich

This was the fourth year in a row we drove our 1937 Ford V-8 pickup to the Glidden Tour, which is for vehicles 1942 and earlier, this time in Golden, CO. We were able to combine this trip with a bunch of other things. To start, we left Picayune, MS on Saturday, Aug. 15th with another couple to drive to McComb for a meeting with the Slidell (LA) AACA Chapter at the Dinner Bell Restaurant. We left there and drove on to Clinton, MS for our first overnight stop.

Since it was still the peak of a hot summer we chose to avoid going through Texas by going north as long a practical. Although a little further, driving north rather than west worked out quite well. Our next overnight stops were Harrison, AR, Lawrence, KS and Topeka, KS. As we went north, the weather did cool off. There were a series of thunderstorms around but they always caught us at night. The day before we arrived in Topeka, there were severe storms with hail, rain and street flooding. But by the time we got there it was beautiful.

On these longer trips we like to leave a few days early, just in case problems are encountered. Then if all goes well and we are at least half way to our destination, we will find a place to visit. In this case, we spent two days in Topeka. For a number of years we have visited state capitol buildings during our travels. Topeka was one we had not been to so we were able to mark it off our list.

Now it is the 20th and time to start heading west. For a while we used US Highway 24 but eventually we had to go to I-70 to avoid going too far out of the way. We made a stop in Abilene, KS to visit former President Dwight D. Eisenhower's Museum, Library and his boyhood home. Ike was one of my heros. During all of our travels we got many "thumbs up" and friendly waves but we had an unusual one as we were getting out of the truck at this stop. An older fellow pulled up beside us and said, "I sure admire you driving that flathead V8. So many people put modern engines in them. As you passed me back

there I could tell by the sound what you are driving. I had to compliment you." That type of comment really makes one feel good.

We left Abilene again on I-70. There was not much traffic and driving along at 65-70 mph was comfortable. Neither the truck's occupants or the engine were overheated. With the rain and cool front that had passed through, the skies were an unbelievable beautiful blue with powder-puff white clouds floating by. We spent the night in Colby, KS. (It is almost as far across Kansas as it is across Texas.) The next day was Friday and we arrived in Denver shortly before noon. We decided that before we drove on to Golden, we had better stop and do the state capitol as our information indicated it would not be open on the weekend. While the capitol was beautiful, we had a tour guide who was hung up on showing us the figures that could be imagined in the marbling of the various stones. We didn't learn a darn thing about Colorado. We were disappointed to

learn the U.S. Mint was closed for the next 12 days for "inventory". I guess that makes sense, but we really did want to visit the Mint.

Another V8 story as we left the capitol. There was a fellow (this time younger than me) looking over our truck as we walked up to it. He asked if we would start up the truck so he could hear the engine. Of course we are

going to start it up; we are leaving. He is restoring a 1951 F1 and had never heard a flathead V8 run. So he listened til his heart was content and then we left after telling him about the Early Ford V8 Club.

As usual we arrived at the host hotel a day early but they were happy to provide a room. We visited with other friends who were there early and learned the lay of the land. You do not think of heat waves in Denver, but they have them. It was in the mid- 90s, but cooled off two days later. This temperature and the E-10 did cause some vapor lock problems on the freeways when we were pulling up the long grades. I would switch on the electric fuel pump for 15-20 seconds and that would take care of it.

Continued on Page 7



Froehlich '37 in parking lot of Golden CO Marriott hotel

Glidden Tour continued

Ardie contacted a cousin on Saturday and we drove out to see her. That was when we had most of the vapor lock troubles on the freeway. Be prepared and things will work out. Sunday was mostly just a “goof-off” day.

Now it was time to start the Glidden Tour. The first day – Monday, August 24th – took us on a scenic route to the historic mining towns of Georgetown and Silver Plume. Included was a ride on a narrow gauge train. It was a day of very scenic mountain driving – as was the next day.

The organizers presented a challenge at the Tuesday morning meeting: “There is an optional sided trip today up Mount Evans. This is only for the VERY adventurous. Not for the faint of heart. Etc.”

Well, when Ardie heard all of these warnings, she knew we were going. Heck, what else could we do? The tour started out headed for Idaho Springs – another mining town – passing through Squaw Pass at an elevation of 11,140 feet. The old truck was running good so we took off on the optional side trip. I think there were only about eight of us out of the 70 cars on the tour that went up the Mount Evans Road. It is a very good

narrow paved road but with grades as high at 15%. The peak of the mountain is 14,256 feet and the parking lot is at 14,142 feet. This is the highest paved road in North America. The old Ford did great. Most of the way up in second gear with only a few downshifts to low on some of the sharpest hairpin turns or when having to stop for on-coming traffic. After getting to the parking lot, there is a rocky trail to the summit. A little for tough for this flat-land tourist, but I made it all the way to the elevation marker. After coming down the mountain we continued on to Idaho Springs and toured the Argo Gold Mine and Mill. Quite interesting. We returned to the hotel by another scenic road, the Virginia Canyon Road, also known as “THE OH MY GOD CANYON ROAD”. A piece of cake compared to Mount Evans. When I got back to the hotel, I sent a postcard to a good friend saying

something to the extent of “You can brag on your flathead Ford rebuilding ability – went to 14,142’ today with no problems.”

Wednesday was a minimum driving day with tours around Denver. One tour was a walk around downtown Denver trying to solve the mystery of the great 1922 Mint robbery – still unsolved in spite of our best efforts. Visits to several car collections and a transportation museum were available and a pig roast was held in a very nice private park. That evening we attended the freshman initiation banquet.

Our long-distance driving day was Thursday when we ventured into the north plains. You may not realize it, but the eastern 40% of Colorado is high plains with agriculture and ranching. We visited an

antique car and farm equipment museum and took a ride on a restored antique trolley car in Fort Collins. Then back into the country for an optional lunch stop where they served oysters, but not the kind we eat down here on the Gulf Coast. If you were a little squeamish, they had other items on the menu.

Next we visited one of the strangest mu-

seums I have ever seen, the world’s largest collection of washing machines. And that was it; just washing machines. But you would have never believe how many different types of washing machines that have been created out of man’s inventive mind. At one time I tired of walking and sat on a bench beside an old man about my age. He ask “What do you think?” Without realizing I was sitting next to the owner, I commented something like “I guess there are crazier people than me in this world>” He appreciated it and we discussed the possibility of the collection surviving his demise.

Our trip back to the hotel included a stop at the Adams County Museum. Besides having exhibits of interest, entertainment had been arranged. First, there was a 50s/60s rock band. Then they brought in a Dixieland band of college students.

(Concluded on Page 8)



Glidden Tour concluded

I am a great fan of Dixieland and they were good. Unfortunately, we had to leave before they finished as the lights on the '37 leave something to be desired. I am not so worried about me seeing as I am about someone seeing me. Before we got to the hotel the sun dropped down behind the mountains but we made it "home" before dark. This was about a 160-mile day.

Friday was the final Glidden Tour day and it was another full day. The first stop was Dinosaur Ridge where we had received special permission to drive the road that is usually reserved for tour busses or walking. There were stops with rangers that explained what we were seeing including dinosaur tracks and fossils. After lunch at the beautiful Mount Vernon Country Club we visited Lookout Mountain and Buffalo Bill's Museum and gravesite. More driving and what the heck, you can't go to Golden without visiting a certain brewery – so we did. Unfortunately, it was Friday afternoon and the college students had invaded the refreshment room. So, we got a couple of brews and decided we didn't want to fight the long lines. It was back to the hotel for the closing banquet. The banquet was nothing out of the ordinary but they did come forth with a big band afterwards. About 20 pieces playing the swing music of the 1930-40s. A good finish to a great tour.

Saturday August 29th, we left Golden headed south to Colorado Springs. As we were fueling up to tackle Pike's Peak we met a couple of Model As from the Glidden Tour planning to do likewise. We got to the entrance of the Pike's Peak road to find the A's making some final adjustments and they waved us on. At the toll gate it was suggested the weather would probably turn inclement at the Peak and we may want to wait for another day. Well, there was no other day in our travel plans so it was now or never. "OK, but we suggest you proceed directly to the top and do your sight seeing on the way back down." I don't know what happened to the old Ford that made it up Mount Evans so easily, but there was nothing easy about climbing Pike's Peak. The road did not seem any steeper, but the engine started running hot and vapor lock became a problem. I frequently turned on the electric fuel pump to keep us running. At about 11,000 feet, I could hear the water boiling. I pulled off and let the engine run a while but it didn't cool off. Finally, I had to turn the engine off and wait for it to cool down. Eventually we were back on the road running 100% of the time on the

electric fuel pump. We made it to the Peak and it was cold up there. As we quickly looked around, the clouds rolled in and it started raining. Ardie wanted to get out of there NOW. As we left the Peak, we met the two Model As pulling into the parking lot. For the next two miles, we ran into all possible weather: fog, rain, snow, sleet and hail. Finally, we were back in the clear and could look around a little.

When we got to the brake check station, the ranger with the heat-sensing gun said, "Go on, your brakes aren't the least bit warm." Again, thanks to my good friend for fixing the jumping-out-of-second-gear problem the truck used to experience. We left Pike's Peak and did a quick drive through of the beautiful Garden of the Gods then headed south. This was a little later than we usually travel, but I wanted to get out of Colorado Springs. Big mistake!! When we got to Pueblo, which is as far as I wanted to drive, we found the state fair was in progress. For the last motel room in town I paid big-town hotel prices. At least I didn't have to drive any further.

Sunday we hit the road again. I thought we were headed home; but little did I know. As we entered New Mexico, Ardie mentioned we had not toured the New Mexico state capitol building. Oh well, this old Ford can turn right (west) as well as left (east). We got off the Interstate and took secondary roads through Eagle's Nest and Taos to Santa Fe. Some beautiful country but a whole lot more was barren waste land. We spent the night in Santa Fe, toured the capitol the next morning and drove on to Amarillo, TX on Monday. Tuesday night found us in McKinney, TX and Wednesday it was Monroe, LA. This put us in Vicksburg, MS on Thursday where we stayed to participate in the Baton Rouge AACA Chapter's Fall Tour. Finally, on Sunday, Sept. 6, we were driving home.

With the extra side trips we covered 3,908 miles, consumed 236 gallons of gasoline (unfortunately mostly E-10). Our fuel mileage was 15.5 mpg, usually driving 55-65 mph. About 50% of the travel was on Interstate or good four lane highways. The only mechanical problems we had were a drive train vibration repaired by greasing the U-joint and a broken bracket on the aftermarket alternator. Well, there was the vapor lock at higher elevations and two times of overheating – once in a traffic jam and the other going up Pike's Peak.

More great tours, big and small, in our old Ford V-8.

Just for the ladies....

By Patt Paquet

It's hard to believe it all started with a pincushion. Thousands of flour-sack pin cushions, were mailed to consumers who successfully completed a puzzle as a part of a promotion for Gold Medal flour. To sign the letter accompanying the prize, General Mills needed a name that was friendly and familiar. They chose the family name of an early director with the company, one William G. Crocker, then used the given name of "Betty" for its warm, approachable feel. The familiar signature was voted the most distinctive of several submitted by female employees. That was in 1921. Pin cushions were very popular back then.

The name stuck and soon adorned all kinds of cooking and baking information developed for consumers by the company's Home Service Department, the forerunner of today's Betty Crocker Kitchens. The pin cushion promotion touched off a flood of consumer inquiries, a rising tide of demand for reliable, creative cooking and baking advice that continues to this day.

Radio listeners got their first earful of Betty back in 1924, on a local Minneapolis radio program called "Betty Crocker Cooking School of the Air". Response to the show was so positive that it joined the fledgling NBC network lineup in 1927. Over the next quarter-century, the Cooking School graduated more than one million listeners.

The Great Depression and ensuing war years posed new challenges to America's families and Betty Crocker found ways to help them through. In the early 1930s, Betty Crocker published a meal planning booklet to advise families on maintaining an adequate diet on Depression Era wages and relief foods. In the 1940s, in booklets and on the radio, Betty Crocker's helpful hints let homemakers make the most of war-rationed foods. A 1945 survey pronounced Betty Crocker the "First Lady of Food" because she was the second-best known woman in America, following only First Lady Eleanor Roosevelt.

For the first 25 years Betty Crocker earned her reputation as a source of reliable information. It wasn't until 1947, with the introduction of Betty Crocker Ginger Cake Mix, that the name was transformed into a brand name distinguishing a nationally distributed family of products. Customers loved them. Their convenience and reliability in the kitchen and the never-fail delight they inspired at the table made Betty's growing line of baking mix a instant hit with America's at-home bakers.

The above was taken from the Internet address <http://www.bettycrocker.com> where you can get more information and recipes



Custard Pie

(Forms its own crust)
Submitted by Don Dillehay

4 eggs	1 cup sugar
¼ cup soft margarine	1 Tbsp vanilla flavoring
½ cup Bisquick	2 cups Carnation Evaporated milk

Place all ingredients in blender; blend on fast speed for two minutes. Pour into a greased pie pan or plate and let stand for 5 minutes before placing into a 325 degree oven. Bake until the center is firm.

Inexpensive Indulgence

(and a good way to use up leftovers)

Prepare a 4-serving box of either instant or cooked butterscotch pudding. Stir in about 1 ¼ cups of left over rice, add a nice handful of raisins and a little ground cinnamon.

Quick and economical dessert

This works equally well with sugar-free, fat-free pudding mix.

Some handy tips for your next project

- The 128 fluid ounce washing detergent bottles make great carriers for forays to the junkyard. Cut off the top at an angle but leave the handle. The bright color makes it easy to spot if you leave it sitting on the ground.
- Need to paint in the engine compartment? Use plastic food wrap or aluminum foil to cover the place you don't want to paint. Both conform to areas where newspaper, towels or sheet are too cumbersome.
- Old fashion wooden spring-loaded clothes pins can hold gaskets in place nicely. Apply the sealer to the part, put the gasket in place and clamp with the pins.
- Those same clothes pins with numbers written on them can be used to identify sparkplug wires or any other wiring sequence.
- Recycle that old phone book to the garage. If your hands are greasy from packing bearings or some other messy job, rip out a few pages, wipe your hands and toss the pages in the trash. Saves a good shop rag.
- If you need only a small amount of paint from a quart or larger can, use a glass cooking baster to transfer to the mixing container or gun. Saves the mess usually made when trying to pour paint, the can stays clean and the baster is easy to clean. It's handy for transfer-ring other fluids as well.
- Wrap masking tape around a light bulb, whether it's auto or otherwise. If the bulb breaks, the tape will provide some measure of protection for your hand.
- Four plastic suction cups like the ones sold in craft stores can give you a "helping hand" when you need to work on a window roller mechanism. Two cups placed on each side of the window with a strong cord looped over the upper frame and secured to the hooks will keep the glass from sliding down.
- When washing those towels and polishing rags you use to spiff up your car before a show, use dryer sheets rather than liquid fabric softener. The liquid type leaves a residue (that's why all the clothes are soft) that can come off as you use the towels. Might sound a bit wasteful but the least amount of detergent possible and as much water as the machine will hold to make sure everything is rinsed well and no soap residue remains is also a good idea.

Meet DSR's newest student member

By Patt Paquet

Morgan Ikner doesn't know exactly when he found he was interested in antique vehicles but when his grandpa, DSR member Bert Sells, got a Model T, he thought that was pretty neat.



Now that Grandpa has a spiffy Model A, he likes to go anytime the car takes to the road. That said, he discovered he liked coming to the car club's monthly meetings with his grandfather so it only followed for him to become a Student Member.


Morgan does not yet own a car but he loves them, especially muscle cars. He likes reading his grandpa's AACA magazine because it's not "all antiques" as he puts it.

He attends Alba Middle School and enjoys participating in the Scholar's Bowl. He, with the encouragement of his mom and grandfather, is working toward getting into the Alabama School of Math and Science in the near future. He is not sure yet what he wants to do in life but whatever he chooses, he will probably do well.

"River Rat" might be a good description of this young fellow. The entire family has a place on the river up near Leakesville, MS where Morgan loves to go fishing. He has grown up on the family farm in Irvington where he has not only played but worked as well.

Morgan's dad passed away a couple of years ago and his mom has now returned to school at USA to get her teaching degree. He has two younger sisters plus three dogs and a cat named AC.


DSR welcomes him to our organization and hopes he will enjoy being a member as well as contributing toward moving our club forward.




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BOB GECHLIJIAN. (251) 476-VETT (8388)

Deep South Region AACA General Membership Meeting January 28, 2010

The meeting was called to order at 7:05 p.m. by President S. Goren. Chaplain Kevin Crowell offered the invocation and the Pledge of Allegiance followed.

Old Business: President: No report. Vice President: (1) Fuller report Don Dillehay had accepted his life-long membership with DSR. (2) There was a problem with an outside faucet leak at the clubhouse. Discussion about a repair/replacement of the faucet proved inconclusive. Secretary: Member-at-Large P. Dagenais substituted for C. Goren and requested approval for the December minutes. With several corrections noted, R. Sloan moved the minutes be passed. D. White seconded the motion and the minutes were approved unanimously. Treasurer: No old business. Editor: Absent & no report. Activities: Foy Bobo, Coordinator, report on the following: (1) Westminster Village Retirement Center requested cars for a short Mardi Gras parade on Jan. 30th. Move to approve the activity was made by J. Pendergrass, seconded by R. Sloan was approved. (2) The Mobile Chocolate Festival in support of Penelope House requested cars for display on Feb. 6th from 10:00 a.m. to 3:00 p.m. at the Greater Gulf States Fair Grounds. The display is to be indoors and a fee to be requested. Move to participate was made by P. Paquet, seconded by W. Fuller and the motion approved. NOTE: F. Bobo e-mailed the membership, subsequent to the meeting, to report there would be no fee paid for this activity and there was no guarantee of an indoor display. He declined the request for display. (3) There will be a pot-luck dinner (chili and soup) at the February 25th meeting. Members were requested to bring items as they wished. (4) A discussion was initiated about acquiring formal name tags for club members. After discussion, F. Bobo offered to acquire information pertaining to types and cost and to report back to the membership. A motion to pursue the acquisition of name tags was made by Bert Sells, seconded by F. Bobo and approved unanimously (5) Discussion was held regarding the Mother's Day Car Show in May 2010. K. Crowell and F. Bobo reported that a request for major sponsorship has been initiated with CarQuest. Members of the Car Show Committee are S. Goren, K. Crowell, W. Fuller, S. Henderson and P. Pearce. The Committee is to convene soon to initiate activities for the show and to verify co-sponsorship with Friends of the Mobile Animal Shelter. (6) A thank-you note will be sent to Jim Henderson for the use of his car museum as a gathering spot for members who then proceeded to David's Catfish Cabin for lunch.

New Business: President Goren thanked those members who attended the January outing and reported there were

23 antique cars involved. Vice President: W. Fuller announced that he and his wife Martha will be attending the AACA Sentimental Tour in Texas March 23-36. If others are interested they should contact the Fullers. (2) A donation was made to the Sheridan Memorial Home in memory of DSR member Ardie Froehlich's mother.

Secretary:

No report. Treasurer: T. Metclaf (1) distributed financial reports for the past three months. After review, a moved to accept all three reports was made by B. Paquet, seconded by P. Paquet and approved unanimously. (2) Tracy also stated the insurance for the clubhouse appears to be minimal in coverage and rather high and should be reviewed. Information is to be gathered. (3) Discussion was held concerning the financial component of the May 2009 car show which did not meet expectations. The Car Show Committee members (see above) were charged with attempting to improve the financials with respect to the show.

The 50/50 drawing was won by D. Bright (\$14). The meeting was adjourned by S. Goren at 8:00 p.m.

Respectfully submitted

Paul Dagenais, Secretary Pro-Tem

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