

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

2010 Dates to Remember

- Mar 25** **Monthly meeting in clubhouse with guest speaker 7:00 pm**
- 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 office (251)962-4336 or Ken (251)962-4178 or Wade (850)453-1023
- Apr. 3 **Gulfport, MS** Crusin' for our Future open show at Jack & Florence Goldin Park. Registration 9-11 AM, awards 2 PM Top 15 Awards plus other various trophies. Proceeds to benefit Boy Scout Troop 333 Summer Activities Program. Info: (228)326-5918
- Apr. 10 **Mobile, AL** 17th Annual Camellia Classic Open Car Show at Bellingrath Gardens, rain or shine. 40 classes, 150 awards Info floyd@mobilebaymustangclub.org
- Apr. 10 **Gulfport, MS** Cruise-in/membership drive for Orange Grove Cruisers at Turan-Foley Motors on US Hwy 49 12 noon-5 pm. Local scouts providing food/drinks. No entry fee
- Apr. 17 **Gulfport, MS** 31st annual Southern Hospitality Open Show at Prime Outlets Shopping Center, Hwy 49 @ I-10 sponsored by MS Coast Mustang Club. Registration 8-11 AM, Awards 4 PM Info: (228)225-7936 or (228)872-5622
- Apr. 17 **Gulfport, MS** Community of Christ Open Car Show—12523 Old Hwy 49 to raise funds for The church's Outreach Programs. Best of Show Top 5. Reg. 9-11 AM, Awards 2 PM Info: (228)596-3730
- Apr. 24 **Mobile, AL** 15th Annual "MOPARS at the Battleship" car show & Swap Meet sponsored by Southern MOPAR Assoc. All proceeds benefit Mulherin Custodial Home. Vehicles must be MPPAR/AMC powered. Info: (251)725-3146 or (251)666-0080



The Sparkplug

Deep South Region A.A.C.A. Newsletter, Vol. 44 No. 3 March 2010



It was a dark and stormy night when...

By Patt Paquet

...thirty-four members and four guests gathered at the clubhouse on Thursday, February, 25th at 6 o'clock for the club's annual Soup and Chili Supper. There were four varieties of soup and three of chili without a duplicate in the bunch.

Rounding out the menu were two kinds of salad, crackers and best of all, from our Queen of Cornbread, Robbie Lyles, hot cornbread muffins.

I wish I could tell you about

the dessert table but I purposely stayed on the other side of the room so as to not be tempted. I was taking it all in stride until Sylvia White plopped down next to me and with a smile as sweet as the brownie she was holding, said "You're not having dessert?" to which I could only admit having more than my share of soup and salad.

Moving on, for those who missed out, it was a really pleasant dinner with members bringing plenty of good food and we're sorry you didn't get to be there with us.

Prez, Steve Goren, was under the weather but our able VP, Walt Fuller, filled in for him with his usual good humor which kept the meeting on a light note. All necessary business was attended to in a timely fashion.

There was considerable discussion about our upcoming May Mother's Day Car Show. A big drum roll for Kevin Crowell who worked diligently to get a major sponsor and succeeded in bringing none other than Advance Auto Parts on board. We all should know that this company is tied in with our parent organization, AACA, and when the Jan./Feb. issue of the *Antique Automobile* magazine arrived, there was a \$5 coupon

good on a \$25 purchase from any Advance Auto store.

It is a very good possibility that by the time you read this you've been contacted by someone on the Car Show Committee asking you to get in touch with a specific local company about sponsoring one of the "Best Of" trophies we will be handing out at the show. This comes under the heading of the more people who put forth a

little effort relieves a few of having to put forth all the effort to make the show successful.

More from the February meeting, I can tell you that Barbara McCusker had surgery on Feb. 25, has now recuperated at home but will require more medical care. Other news is we

had two guests in attendance who are already AACA members. One paid his local dues on the spot to join DSR and the other asked for forms to fill out and return. You can read more about them further on in this issue.

Enjoying the meal and participating in the meeting were 2 Bobos, 2 Brights, R. Burroughs, 2 Chaudrons, 2 Cox, L. Crowds, K. Crowell, P. Denaais, D. Dillehay, 2 Dylewski, 2 Fullers, C. Goren, E. Grimes with son, Eddie, 2 J. Hendersons, S. Henderson, M. Ikner, 2 Lyles, T. Metclaf, 2 Paquets, P. Pearce, 2 Pendergrass, B. Peterson, B. Sells, 2 Smiths and 2 Thoms.

You can see more pictures on the DSR website at <http://local.aaca.org/deepsouth/>



Please add to your rosters as renewals Fred & Emily Brown 28887 Canal Road Orange Beach, AL 36561 (251)752-0056 and Richard & Sylvia White 1965 Point Legere Road Mobile AL 36605 473-7304

From the driver's seat



Spring is in the air and the weather is improving. Car shows are popping up each weekend. The first one of the season was the Christ United Methodist Church show. They registered 231 cars and had lots of spectators. I sure was happy to see a lot of our club members present supporting such a good cause on a great day weather-wise. A couple of our members won a plaque which was a great accomplishment at such a well attended show that had only a first and second place in each category. I was especially happy when our club's name was called for having the largest number of members present. We received a nice plaque and \$100 to boot. Way to go, gang.

Our Mother's Day show is well underway in the planning stages. Please don't forget to volunteer to hand out flyers at as many shows as we can all get to. This is the best way to get the word out to people with cars about our show. Also, we will have a supply of very nice posters designed by Foy Bobo to be placed in any business that will allow them. If you can't get to a show, please take a few of the posters and see how many you can get placed. We're off to a great start so let's keep the ball rolling and enjoy our hobby.

It is with deep regret we accept the resignation of our new Editor, Ed McCusker. However, family must come first and Barbara is going to need him more than usual over the next three to four months. Buddy Paquet has agreed to step in and take up where he left of last December. We wish Barbara well and let's pledge to help Buddy keep our newsletter going by providing as many stories as possible.

Last but not least, congratulations to our 2009 Webmaster and Editor. Herb Thoms and Buddy both won National Awards of Merit and Excellence respectively for their work on our website and the newsletter.

I hope to see all of you at the March 25th meeting. Our speaker should make our gathering more interesting as well as informative. Until then, keep it between the lines and be safe.

Steve Goren, President

Thought for the month: *Comment heard in 1955:* When I first started driving, who would have guessed gas would someday cost 29 cents a gallon. Guess we'd be better off leaving the car in the garage.



2010 Officers

- President: Steve Goren.....(251)633-8171
- Vice President: Walt Fuller.....” 602-1931
- Secretary: Cathy Goren.....” 633-8171
- Treasurer: Tracy Metclaf.....” 433-0270
- Activities: Foy Bobo” 661-6133
- Editor: Ed McCusker.....” 344-1952
- Member-at-Large: Paul Dagenais.....” 433-0270

Volunteers/Appointees

- Chaplain: Kevin Crowell.....” 660-1888
- Historian: Patt Paquet.....” 661-4009
- Webmaster: Herb Thoms.....” 654-2933
- Program Chairman: Bert Sells..... “ 824-2621
- Telephone Chair: Martha Fuller.....” 602-1931
- Refreshment Coordinators: Clyde & Janet Smith
“ 473-7834

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.*

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

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





From the Editor

The week of February 22nd was stressful for my wife and me because she had to have surgery. She was in the hospital for several days and recovered well. However, she will have to undergo further extensive treatment. In view of that, I feel it would be better that I step aside for the rest of this year. This is a decision I made only with considerable thought. Buddy has agreed to come to my rescue and carry on with the club's newsletter another year.

For those of us that do not have a computer or access to one, the AACCA puts out a good article each month via e-mail called The Speedster. There is an advertisement from the AACCA for a new commemorative book that takes the history of the AACCA to a new dimension. The title of the book is The Official AACCA 75th Celebration Commemorative Book. It is like taking a tour of a museum. This book can be purchased thru the AACCA until June 30th for \$54.95 and after this date the price goes to \$59.00. If any member of the DSR is interested in purchasing the book just call AACCA directly at (717) 534-1910. For those who have access to a computer enter www.aaca.org or better still read the Speedster.

Our oldest son and family live in Louisville, Ky so we are hoping to attend this event over the July 4th weekend. It is about 600 miles and around 10 hours of driving north of Mobile on I-65.

Now that spring is almost here, I am ready to get my old buggy on the road. If you come across me, give me a wave but do not be too surprised if you do not hear my horn. I have one that either will not work or when it does will not quit. I have to look into that one of these days, meanwhile keep waving and beep your horn at all those old cars you come across.

There's going to be a wedding !

Some people touch us for a moment, and some for a season,
and some remain with us for a lifetime.

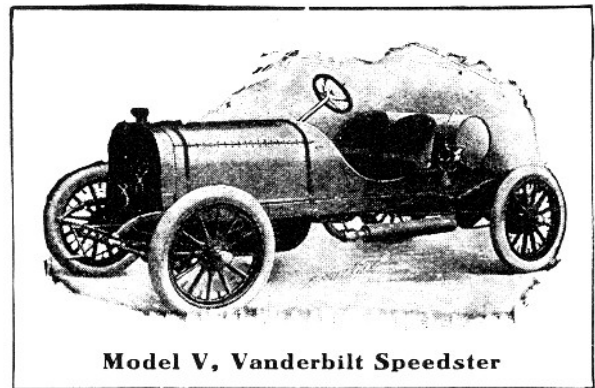
In each other, we have found the one with whom we will spend the rest of our lives, loving, honoring and cherishing.

Please join us in celebrating as we exchange marriage vows on Sunday, April 11, 2010 at 1:00 PM at Central Baptist Church 998 Dauphin Island Parkway.

Reception will be held at the Bragg-Mitchell Mansion, 1906 Springhill Ave. at 2:00 PM

Don Dillehay & Ruth Gunter

Vintage Ad of the Month



The Haynes Standard 50 H. P. Touring Car for 1907, Model "I," the highest powered shaft driven car built. Price, \$3,500.

Send at once for full information and advance specifications. Address, Desk P-P.

HAYNES AUTOMOBILE CO., Kokomo, Ind.

Oldest Automobile Manufacturers in America. Members A.L.A.M.

New York—1715 Broadway. Chicago—1420 Michigan Ave.

“WOW! Factor” big at Christ United Methodist 8th annual show

By Buddy Paquet

Being a past editor, I know what it's like to need to be somewhere and can't. When Ed couldn't make this show, I asked Patt to send out an E-mail to those who were there to get their take on it. That way Ed could have multiple views of the event and come out with a good story.

BP: This was the first time Patt and I have been able to attend this show. We pulled in, got registered and parked. We talked with some of the folks already in place and decided to walk around to see the cars. It was a huge variety; everything from what looked like a moon rover to a Bentley convertible with everything in between starting with Model As, a WWII Ford-built jeep ending with late models of nearly every make. It was good to see a lot of the “old timers” that have been going to shows for over 15-20 years. We thoroughly enjoyed ourselves until Patt pushed me off of a curb and I jarred my left hip. (Just kidding – she didn't really push me, I just stepped wrong.) Long story short, I thought it would be best if I went home and got real close with a heating pad in my recliner to keep a bad situation from getting worse.

Foy Bobo: Great show with 231 Cars on display. Six of our DSR cars were parked near each other in an area across from the concession stand, which was a convenient location for those wanting to enjoy refreshments during the day. There appeared to be a couple of thousand (*preacher's count minimum 10 thousand*) visitors in attendance. Hats off to our president, Steve Goren, for distributing our Mother's Day Show flyers. Herb and Nancy Thoms were the smart ones, bringing their chairs and tent for comfort during the show. Walking around with no hat or cap in the bright sunlight has given me the opportunity to exhibit my Cherokee heritage (Heap Big Red Face, Neck & Ears).

Zeno Chaudron: This had to be one of, if not the, best shows the church has had since I've been going. It was great to have our club's cars among the 231 registered for the cause. The import clan was well represented as were the domestics. Most people don't realize the work that goes into one of these events, especially if you've never been involved in the organizational part of it. I had the pleasure of talking with one of the church car show committee fellows who told me they start on the next year's show the week after the current one. They deserve a standing ovation for their hard work and dedication.

Bobby Peterson: When a show has been going on for eight years, you know it will be a success. Not everyone gets a trophy, but no one minds know the proceeds go to the United Methodist Children's Homes. Exhibits by the U.S.Coast Guard and the Sheriff's Department were interesting as well as the “air show” by Roman Upshaw who talked to us about his Russian Yak trainer. Most of the car clubs were passing out flyers and recruiting members. I joined the South Alabama British Car Club (since I have so much free time – NOT!) Good show, good weather, good friends; how much better can it get?

Herb Thoms: We were fortunate to get a very nice location to set up our tent with the cars next to it. John and Dolly Pendergrass got the last parking spot on the opposite side of the tent. We were close to the food and the show activity tents. I must say however, that the positioning of the Porta Potty could have been better. I really had the feeling a gentle shove would send it toppling into the bed of one very nice truck.

Nancy had an apple dumpling with ice cream for brunch and despite my questioning looks, thoroughly enjoyed it. I must admit that I had the same later for a snack. All in all, a very well done show with some of the best vehicles I've seen yet. [See more pictures on the DSR website.](#)



Zeno Chaudron took first place in his category



Herb & Nancy Thoms took second place in theirs

He's gotta be good...he's a Chevy man!

By Patt Paquet



Michael Palmer remembers building older model cars when his friends were building newer, slicker and mind-bender car models along with airplanes.

He stuck to his beginnings and when he was in his early 20s, he bought a 1948 Chevrolet Pickup truck but soon found he really could not afford to restore it the way he wanted to at the time. He sold it and like so many of us, wishes he had it today.

Now he has a 1953 Chevrolet 210 four-door sedan which he says he guesses that makes it his favorite. It is probably just a little more than 75% complete and gets a lot of his attention right now.

Michael was at the big blow-out at the Battleship last July where he met Jim Henderson. They talked, he introduced him to our Prez along with some other of our members there who encouraged him to come to a meeting. It took a while but he was able to get to our February meeting into his schedule. He was already an AACA member and was made to feel so welcome he felt it might be nice to give DSR a try.

He is a lifelong Mobilian and has never left his hometown. He is in the wholesale balloon business with one of his brothers. They distribute balloons and related items and some floral supplies to retailers worldwide. He has three brothers and one sister plus lots of nieces and nephews, most of whom live in the Mobile area.

Besides the antique auto hobby, he enjoys reading (Dean Koontz is a favorite author) and also likes to fish but says he rarely catches any.

He has a Yorkie he rescued less than a year ago that takes up some of his time. When asked what would be a perfect vacation, he said he would either head for the mountains or go traveling through Europe.

We welcome Michael to the club and hope it will be a long and mutually satisfying relationship.

Studebakers & Hummels...???

By Patt Paquet

John and Mary Bumgarten are originally from Pittsburg, PA which he says is a good place to be far away from. They moved to the Gulf Coast because of health issues of one of their children and have found the area to their liking.



Both have their own collections, but they are sooooo far apart. John enjoys Studebaker automobiles, building model railroads and model cars while Mary loves collecting very old Hummel pieces and fine porcelain dolls. John is also an avid stamp collector. He retired in 2008 after selling a company that built and shipped panels coast-to-coast for taxidermists to mount their work on. Mary runs her Office Supply (649-6549 M-F, 8-5 for those of you in the Wilmer area).

They have five children and 11 grands. Their four boys and their families live in the Mobile area while their daughter and her family live in Cheyenne, WY.

John's stamp collection was started by an uncle who was a 30-year military officer. He sent John stamps from all of the countries where he happened to be and John kept them starting at age 12. This uncle also influenced his building of model cars – mostly 1:24 scale – that ultimately led to interest in model railroads. He was fascinated with the O (Lionel train size) and the HO (next size down)). He has a few 1:64 scale but says they are so small detail is lost so he doesn't particularly care for them.

His antique car interest centers on Studebakers of which he has three; 1951 ½ ton R5 pickup, a 1948 Commander Convertible and his favorite, a 1952 Champion 2-door Sedan. The latter was the family car when he was growing up and came to be his very first car at age 16. The one he and Mary have came from an Indiana Studebaker National Meet. He spotted it when they were walking by and said to his wife, "That's exactly like the first car I got when I was 16! Same color, everything!" They saw it several times during the meet and his eyes looked lovingly at it. Mary suggested he buy it, but he vacillated back and forth, trying to find a reason to spend the money. Finally, on the last day, she told him if he didn't buy it, she would! It is an all-original survivor that John has done nothing but preventative maintenance on.

DSR member excels in antique race car competition

By Garrette & Frieda Dylewski

The title of this story is not ours, but the Editor's. However, we are pleased that he sees it that way.

Several years back, after a couple of harrowing adventures, we decided to give away our sail boat and find a new hobby. We decided to find and restore an antique sprint or Indy car then perhaps race it on the vintage racing circuit. Although antique race cars are somewhat rare and parts hard to find, are absolutely useless practically speaking, they are really cool to look at and some do to hold their value. So we started searching.

Our first hunt yielded an old sprint car in Cleveland, Ohio. The car was built in 1969 by a well-known driver/builder and was mostly intact; it had an engine and even came with a trailer. We thought it was a good deal so we purchased it and pulled it home.

The engine ran well and it looked as though we had something good to start with. The brakes on this car were Halibrand disc type and they "wept" a bit (leaked slightly) so we sent them off to be rebuilt by an outfit in Virginia. It looked as if we were on the way to getting our car ready AND THEN---

A dealer in antique race cars notified us, from our previous inquiry, he had a car we might be interested in. He sent pictures of a blue and white 1961 sprint car with no engine. It looked rough and was extremely expensive to our way of thinking. It seems the car had a documented racing past as well as a famous builder. Our intention originally was to own one race car. However, one of us is enamored to anything blue. Subsequent conversations with the dealer resulted in the purchase of this car. A trip to Pittsburg, PA ultimately found this car sitting in our garage.

For the next two or three years, our race car projects were put only hold while we repaired Katrina damage on our home. The actual work time on this was length-

ened due to Garrette falling off a ladder breaking his right arm and Frieda having foot surgery. Nevertheless, everything wound up and was finished in September 2008.

The first work on our agenda was to build a trailer large enough to haul both cars but still be light enough to pull with our truck. With a bit of engineering, we figured a way to accomplish our goal and built the trailer we wanted. Noteworthy here is that we built a temporary rotisserie to assist in welding, painting and finally wiring the trailer. That took about a month, start to finish.

The next step was to start restoring one of the cars. We chose to work first on the blue car. We had Rick's Machine Shop, a local business, build an engine to our specs. We started working on the chassis. Additional parts required included an early Ford (1937) transmission, an engine

adapter, brake calipers, master cylinder, new seat and various other things. This race car originally had an Offenhauser engine which resulted in a very tight fit for the Chevy small block but with a little jiggling, everything fit together.

We were able to completely rebuild the car in-house, as well as making new body panels, upholstery, paint and seat. We were very fortunate to have the assistance of a couple of good friends, Bud McBride and Chuck Hagans. Their selfless help and advice made everything go much smoother and faster. Their humor made it all a lot more fun!

On Feb. 18, 2010, we, as well as Chuck Hagans, trailered the finished sprint car to Zephyrhills, FL to compete with the Daytona Antique Auto Racing Assoc. in their races. Frieda made her racing

debut in her newly restored 1961 sprint car, running in several races. We were all quite proud of "our" car. Future intentions are to race in several more vintage races in Florida this year while continuing to restore the other sprint car. [See more pix on the DSR website.](#)



Still a (lot of) work in progress last year



The long awaited day at the track

Model T Winter Tour 2010

By Debbie & John Bright

This year's Model T Ford Winter Tour was held in Gainesville, FL starting Feb. 28th thru Mar. 4th. There were 108 cars; some from as far away as California and Canada in attendance. Cars ranged in age from 1908 to 1927, the last year the Model T was produced. Owners/passengers ranged from the late 80s to only 18 months.

There were roadsters, touring cars, depot hacks, tudors, coupes, several speedsters and even a couple of rare center door models. Many were museum quality, but most, like our 1926 Roadster – The Floozy – were simply well-loved drivers.

Gainesville really welcomed us with open arms where we spent five days driving over 336 miles on their beautiful oak-draped highways.

The first day, Sunday, Feb 28th, we cruised to a huge flea market in Waldo then chose to either do the Devil's Mill Geological Site which is a huge Florida sinkhole or the Dudley Historical Farm State Park containing many structures over 100 years old. Hard choice! The day ended with a wonderful opening banquet with entertainment provided by the Magnolia

Model A Club (MS). We gave a small Mardi Gras parade and then there was a surprise visit from Elvis (Ray Harper) that brought down the house!

Monday took us to Kanapaka Botanical Gardens which consisted of 62 beautiful acres with over nine major garden areas. Our next stop was back at the Florida Museum of Natural History and Butterfly Museum. We were guided back through the University of Florida campus, which is quite beautiful.

Ginnie Springs Park was our first stop on Tuesday. The area is riddled with underground springs and caves. We enjoyed talking with local divers who were suiting up to go down. Several of the caves crossed completely under the Santa Fe River. Our day was cut short by rain but we arrived back at the hotel ready for the evening's ice cream social.

Wednesday morning brought temperatures in the low 30s, but few opted out of the trip to the Gator Nationals Raceway. They were re-surfacing the track which we discovered was with rubber – not asphalt! It seems that rubber tires on a rubber track make for faster speeds. They did allow us to leave via the track. That was a sight to see!! Lunch was at Eastside High School. The

Culinary Arts Program provided an incredible meal and had even decorated with Model T ice sculptures!

Back at the hotel, the car games began at 2:30 p.m.. The highlight of the games was the group of home-schooled children, brought by their parents, who had seen the articles in the local newspapers. They were all given rides in the cars and one of the Moms even took a short driving lesson. What a great way to introduce the next generation to our wonderful hobby.

Thursday we drove through several quaint historical Florida towns; Alachua, Worthington Springs then stopped for lunch and a little antiquing in High Springs. Again, we had extremely cold weather for Florida. We were really glad to get back for the closing banquet.

Again this year, the banquet was outstanding. The

Mad Rivers T Club always does a terrific job on a tour. It's always good fun, good entertainment and good food with great friends. We left already looking forward to next year's tour.



The Brights in sunny, but unusually cold, Florida for the 2010 Ford Model T Winter Tour

The Last Ride

Throughout our lives we are touched by those around us in ways we never expect. This happened to me at this year's Model T Winter Tour.

I knew her only as Ms Marcy. She had attended the Winter Tours with her husband for many years prior to his death. She would continue to do so. She would smile and speak and was recognized by everyone.

After attending the car games on Wednesday, she went to her room to rest before dinner and, unfortunately, did not wake up from her nap.

We were told about her passing at breakfast on Thursday. The director of the tour told us a little more about Ms Marcy. After her husband died, their center door T was donated to a museum. Ms Marcy, however, loved coming on the tour and continued to attend, even at age 86. Her son had recently told her she could no longer come if she had to have a walker or a wheelchair.

So, on Wednesday, Ms Marcy took a ride from a couple in a center door T, came back to watch the car games and afterwards was escorted to the bar for a glass of wine. She then went upstairs for a little nap before dinner. What a graceful ending for a precious lady.

The lesson I learned from the tiny, elegant lady was to live life to the last possible minute. Do the things you love, don't let age slow you down and hope your passing can give the same lesson to others. She will be missed!!

10th Annual Cars for a Cause Car Show

By Nosey Norma

It really is a lot of fun to go to car shows but I don't like it when the weather is uncooperative. It was *WINDY* on Saturday, March 13th, when the Past Time Cruisers put on their 10th annual charity show. There were a number of the have-got-to-have-for-a-car-show folding chairs that took flight, skidding between the rows of parked cars. Fortunately, there were no collisions with the vehicles that I heard of. The tents belonging to vendors or the car club were firmly anchored or else they would have been like Mary Poppins umbrella!

The host club has been doing this for 10 years and now have on-site registration down to an art. Pull in to the location, get your car's pix made and move on to the fellow parking cars. Get out, go to the Registration Tent to take care of the paperwork and fee payment. All very painless.

It was a great show in spite of the wind with everyone seeming to have a fun time. A few out of the ordinary vehicles were in the show; i.e. an ambulance that had once belonged to Newman's Ambulance Service which I well remember from working in a local hospital ER. In the pack was a Sprint race car belonging to a DSR couple that caused some of the young machos to drool into their mustaches. (More on the race car later.) Also there was a nice maroon Ford convertible that had the hood held up with what appeared to be and old time *TOMMY GUN!!*

You've all heard the phrase "making an entrance"? About mid-way through the registration time frame, a bright yellow Lamborghini plus what was most likely a Lamborghini kit car, with the name Predator – done in black – of course, pulled onto the field. It was like a blue-light special the way spectators converged on those two vehicles.

The Past Time Cruisers club is big on helping worthy causes and last year donated \$3,000 to the Child Advocacy Center, \$1500 to the Mulherin Custodial Home, contributed \$1000 toward the treatment of two children with cancer, \$500 to the South Alabama Neo-Natal Unit and \$250 to other

worthy causes. You gotta love these folks who have such concern for local needs.

Back to the DSR race car couple – the Dylewskis. This was another one of those four-wheel jobs that drew a crowd. It all started when Garrette unloaded the car from their trailer to get it on the field but somehow ended up at the "back door". Therefore, he had to back-track, while driving this beast, nearly *STANDING UP*, with the engine spitting and sputtering like a dragon just waking up from its winter nap. However, all's

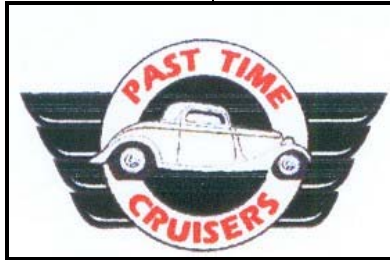
well that ends well and he got through the picture-taking, pulled over to the side and killed that monster. Now, the crowd had another victim to feed off of. But Garrette and Frieda are friendly folks who have no problem talking about what they have done with their car and were willing to

share information and stories.

Present for the show were **F. Bobo, 2 Browns, D. Cashdollar, Z. Chaudron, 2 Dylewski, E. Grimes with son, Eddie, M. Palmer, 2 Paquets, and B. Peterson.**

Visitors seen wandering the grounds were S. Goren and the W. Fullers. If your name is not here, I am sorry that I missed you.

The PTC club's judging system is one of those where the entrants select 10 vehicles of their choice. Unfortunately, my broom was running out of solar power so I couldn't stay until the end of the show to see if any DSR members were winners but I surely do hope so.



Sympathy

The club has been made aware that the mother of DSR member Bob Gechjian passed away in Boston, MA a week or so before this newsletter is printed.

When more information has been obtained, a memorial contribution in the usual amount will be made to the charity of the family's choice.

Until then, anyone wishing to send a card to Bob and Linda may do so at 3112 Riviere du Chien Loop West Mobile, AL 36693-5432

Oh no! There's a train headed my way!

By Clyde Smith

Early Thursday morning March 4th, a group of Deep South members and others met at Jim Henderson's Car Museum to take sixteen antique and special interest autos down to the Convention Center to be displayed at the Mobile Homebuilders Show.

After getting fourteen cars out of the museum and running plus two antique trucks tied down on the open car hauler, we formed a caravan and proceeded to the downtown site. One of the cars acted up before we got out of the parking lot but was quickly repaired.



Wonder what early morning travelers thought when they passed this caravan on their way to work that day?

The cars made a very nice display around the interior walls of the Convention Hall and were a credit to Jim Henderson and his company, Mobile Lumber.

Sunday evening was a little different after the show closed. We drove thirteen of the cars back to the museum. On Monday morning we took the car hauler back to the Convention Center and loaded up the remaining vehicles.

When the cars had moved to the down ramp and loaded on the car hauler at the Convention Center, an embarrassing mishap almost occurred. There is a safety guard on the first floor on the ramp to prevent you from entering the street level when a train is coming. I parked the car hauler just above this guard on the ramp, not knowing that it was there. A security person came over and informed me that if a train comes through, the safety guard arm is coming down. He also said that the train does not blow its whistle and the only way you will know that the train is coming is if you look to the west and listen for it or see the

headlight illuminated. I thanked him and took a quick look west. Lo and behold, there was a train coming! I never moved so fast in my life to get the ramp up off the floor, run to the front of the truck, jump in, put the key in the ignition, grab the shift lever and move out of the way of the falling safety guard arm which, by the way, is made of aluminum. As the car hauler was moving in reverse I saw it just miss the front of the vehicle.

After my heart slowed to a normal pace and my knees stopped knocking, I was able to get myself together and proceed with closing the hauler's ramp properly and make my way back to the driver's seat. Then it was business as usual, getting the transporter out of the building and back to the museum. I did take some good-natured ribbing from fellow workers about how well I could sprint from the back of the ramp to the front of the truck and into the cab.

Participating Deep South members were **Jim, Scott and Travis Henderson, Ramsey Burroughs and myself.**

Hassle-free, On-site Oil Change



Luber on Wheels
"You Call, We'll Come"
(866) 706-2098

<p>Tony A Fuller Sr. Manager 9286 Champion Cir. North Mobil, AL 36695</p>	<p>Email: luberonwheels@mchsi.com web: luberonwheels.net Office: 251-602-6834 Fax: 251-602-6834</p>
--	---

Our newest advertiser is Tony A. Fuller, Sr. with Luber on Wheels, an on-site oil change service. He also has a wide range of other services to keep



your car in good condition. The best part is that **he** comes to **you**. And that's a big plus for those of us, especially women, who don't want to go to the quick lubes, etc., and sit around waiting for the car to be taken care of. He plans to be at our March meeting to tell you more about his company can offer you.

Just for the ladies

By Patt Paquet



According to the local weather experts, this has been the coldest winter in a number of years here in South Alabama. Makes one think of the days, or rather nights, when a “cold spell” came along when you put a good quilt on the bed doesn’t it? They were not only warm but pretty, too.

Did you know that quilting, in one form or another, originated somewhere in Asia and may be as old as the Egyptians? The oldest known quilted object in the world is a First Century tomb rug from Siberia, while the oldest known European quilts are three trapunto quilts from Sicily. *Trapunto* is the stuffing of certain areas of the design to make it stand out in relief. Two of the three are the Guicciardini set, that show scenes from the Tristan legend and were probably made in the 1390s. The third may have been made a few years before that and also has Tristan and Iseult in a central medallion surrounded by fleurs de lis, with an overall border of the Seven Deadly Sins.

Before the Fifteenth Century, quilting did exist; piecing did not. Quilts were whole-cloth and the designs were created by heavy quilting and trapunto. They were used for three purposes; bed hangings (curtains, not coverlets), gambesons (the quilted sleeveless jacket worn under armor) and petticoats. It was COLD back then! Careless historians have muddied the issue somewhat by confusing “quilt” as used now and as used in the Renaissance. Quilts were pieced only because there wasn’t enough fabric to make them without piecing...if they’d had enough material, they wouldn’t have cut it into little pieces. Emigrants to the New World of the United States, Canada and Australia took their quilting skills with them. In the harshness of their new homelands quilting was a necessary recycling of fabric for both utilitarian and decorative purposes. As clothing and other cloth items wore out, the useable pieces were cut up and pieced back together. Innovative quilters began making designs that evolved into blocks or other geometrics.

Thus, came the “quilting bee”. It was an important means of socializing for colonial and pioneer women (and men). Through the winter months, the women would piece their quilt tops. There was no central heating in those homes, there was usually only one main heated room that was too crowded during the winter for a quilt frame to be assembled. When the weather became warmer, an invitation was sent to the surrounding neighbors for the quilting bee. On the designated day, the quilters would arrive early and begin marking the quilt top which had been put into the frame by the hostess. Very often, plates, thimbles and tea cups were used to mark the quilting patterns. The quilters would then begin to quilt the top while exchanging conversation. The quilt had to be finished before the husbands and beaus showed up in the late afternoon when supper was served to all, giving the hostess a chance to show off her cooking skills. Afterwards, there often was a square dance or country dances with fiddles providing the music. The quilting bee was an important part of the social life for these people surpassed only by religious gatherings.

There has been a world-wide resurgence of quilt making since 1965. Much of its renewed popularity can be attributed to the Bicentennial Celebration in the United States. Quilts are now used extensively to document women’s history. Quilt making was once one of the few avenues open to women to express publicly their political and religious views and opinions. Quilts were used in North America to flag “safe houses” for the slaves wanting to make their way north. Although traditional quilt making was the foundation of this renewal of an old art, modern textiles, machinery and other equipment has made the process more appealing to modern women. Today, quilting is one of the most popular hobbies as well as a medium to which extensive research has been done. Many museums devote entire wings to quilts.

The above is taken from a variety of reference sources including the Internet

Chicken Salad In-a-Pocket

1 can (11 oz) DelMonte *FreshCut*TM Summer Crisp
Whole Sweet Corn (No salt added)
1 medium cucumber seeded and diced or use a
Hothouse Cucumber
¼ cup sliced green onion

¼ cup mayonnaise
1 cup cooked shredded chicken
2 tsp Dijon mustard (Optional)
4 Pita bread halves
Lettuce if desired

Combine corn, cucumber, onion, mayonnaise, chicken and mustard and mix well. Line pita bread halves with lettuce and fill with mixture. Serves four.

NEW SHOWROOM NOW OPEN!

Mobile's Premier Kitchen Design & Resource Center



Discover Remarkable Value in Beautiful Kitchens

COAST DESIGN 
KITCHEN & BATH

A Division of Mobile Lumber & Millwork

Our Resource Center is available for 24/7 client consultations by our Certified Builder & Remodeler program participants. Contact us to find out how your organization can take advantage of our facility to grow your business!

- √ Locally owned & operated since 1975
- √ Large selection for every style & budget
- √ Huge in-stock inventory ready to ship
- √ 25,000 sq ft cabinet assembly facility
- √ Service in Alabama, Florida & Mississippi
- √ Remodel & New Construction Experts

- √ Professional kitchen & bath designers on staff
- √ On-site consultation, sales & service
- √ Professional installation
- √ Pre-closing punchout services
- √ Model home & rebate programs
- √ Commercial credit & financing available

5253 Highway 90 West • Next to Mobile Lumber • Tillman's Corner
Phone (251)666-7920 • Fax (251)666-7923