

**Your June 2010 issue of The Sparkplug follows this page
This issue has 12 pages including this calendar**

2010 Dates to Remember

- June 24** Monthly meeting in clubhouse – 7:00 p.m.
June 25-27 Diamond Head, MS— ASRA Street Rod Reunion at Diamond Head Resort Inn. Pre '49 rods only. Info: (228)596-0664 or www.theASRA.com
- June 26th** Mobile Pops: “Evening Under The Stars” The band will perform its annual Independence Concert at 6 p.m. at Battleship Park. Concert is free (Park admit fee \$2 per Car) Bring lawn chairs and picnic suppers are allowed. ANYONE WANT TO GO? We did this as a group when it was held in Municipal Park and had a great time. Let’s talk about it at the June 24th meeting.
- June 30 - July 3** Special 75th AACA Anniversary Meet—Louisville, KY
- July 4** HAPPY BIRTHDAY, AMERICA!!! LONG MAY YOU STAND!!

No local shows on tap for July—cruise-ins will continue on their regular schedule

Check out the DSR website at local.aaca.org/deepsouth/





The Sparkplug

Deep South Region A.A.C.A. Newsletter, Vol. 44 No. 6 June 2010



DSR member enters Hot Rod Magazine's 2010 Power Tour that ended in Mobile

By Patt Paquet

Bill Musgrove had heard of this event but had never had never really considered participating. When a good friend made him “an offer he couldn't refuse”, he decided now was the time to get in on it. Although they didn't go to the kickoff in Newton, IA, they picked up the group on Day 4 in Bowling Green, KY. Their registration number was 4,5?? (Bill didn't remember the last two digits.). The parking venue was the Bowling Green-Warren County Regional Airport. When the 3,000+ cars and the 80-something display and sponsor semis were all on the site, it was something he never thought he would see. Quite an end to Day Four.

He and his buddy, Mark, were up early the next morning for breakfast and attend the required daily drivers meeting. Each vehicle is furnished with an itinerary and drivers are encouraged to use state/county roads rather than the Interstates. Small towns and rural areas alike, folks are waiting, some with welcome signs, for the convoy to pass.

Bill noted that there are no designated meal stops or coffee breaks. This is at the drivers' discretion. As he said, “Can you imagine 3,000 cars pulling up to just a few restaurants? There's probably not enough, including all the fast-food places, to take care of that many people in a reasonable time.” Also he said that numerous marque clubs such as Corvette, Mustang, Mopar and others make this their annual club tour; “tours within a tour”.

The trip from Bowling Green to Chattanooga had a brief rainstorm for about the first hour but after that it was nice weather. It was up one hill and down another until we got to Tennessee but the drive was a blast. After crossing the state line, we had bigger hills or maybe just some small mountains. A group stopped at a small mountain café where, according to them, they were treated like rock stars, even being asked for their autographs. Unfortunately, there was at least one person hanging around that was less than honest

because a camera was stolen from a '69 Superbee's front seat.

Between Bowling Green and Chattanooga, there is a one hour time difference so Bill and his bud had to hustle to get to the venue to get all the “stamping” done before going to the Coker Cruise and Mopar Alley. Having been to Coker's before, they opted for the latter since they were in Bill's '70 Charger. This was one of the highlights of the tour in their opinion.



Mopar Alley

Admittedly, after having more fun than anyone their ages should be allowed to, they decided to call it a day and get to their hotel room with some cold AC.

Some of the attendees said it was the warmest weather yet to which Bill and his buddy said “You ain't seen nothing yet! Just wait a day or so.”

The folks Bill and Mark had gotten acquainted with were raring to get to Alabama so

began Day Six. This would be the shortest trek on the tour and the drive down to Birmingham, the next city on the tour was a good one, especially using the lesser traveled roads. Bill mentioned that he found out later that one of the drivers had a close call when an older woman in a Dakota pickup ran a stop sign and almost ended up with a '70 Cornet in the pickup bed. Not a pretty sight to be sure.

Arriving on the south side of Birmingham, Bill and Mark found the venue, Regions Park Stadium, in Hoover. It is 60 acres and home to the Birmingham Barons baseball team. RideTech, a company specializing in air suspension, coilover, electronic leveling and other products, who is one of the Tour sponsors set up a demanding autocross and invited 200 cars to try it. The fastest run got a \$1,000 gift certificate with number two receiving one for \$500 and third got \$250.

Another event that took place in Birmingham (as well as having been done in Bowling Green and Chattanooga) was the Engine Builder Duel sponsored by CompCams. It puts two teams against each other to see who can assemble and start that team's engine first.

(Continued on Page4)



From the driver's seat



Boy, the months sure go by in a hurry. It's hard to believe that in another couple of weeks, the year will be half over. And speaking of the year being half over, don't forget that as of July 1, new members can join both AACA and DSR for one-half of the regular dues; \$18 for National and \$7.50 for DSR. This is a perfect time for us to actively recruit new members. We have a supply of forms and past issues of the *Antique Automobile* magazine as well as our own club's newsletter in the clubhouse when someone happens to stop in on one of our meeting nights.

This is a good place to welcome our newest members, Joe and Linda Barnes, who came to the May meeting and decided we just might be what we are looking for. I understand they are very excited and bring with them a wealth of information.

I hope those of you who are planning on attending the AACA 75th Anniversary have a safe trip and great time. Maybe one of these days when my life slows down some, I'll get to participate in a few of the National activities. I sure hope so.

And speaking of activities, it was a bummer for me to not get to join those who served as transporters for the 2010 Junior Misses from Springhill Avenue Baptist Church to Christ Catholic Church on Friday, June 18th. I am so proud that DSR was asked to do this; it certainly puts us in the forefront as far as the community goes. I am told arrangements have been made for pictures to be taken with each driver, car and the young ladies he/she will be driving.

Unfortunately, my work required me to catch an early flight to Dallas on Friday morning for meetings that day and Saturday before getting back home Saturday night. But I promise you that I thought about what a good time all of you were having when I finished Friday night and all the way home on the plane Saturday night.

Lastly, congratulations to Bill Musgrove for being a part of the Power Tour. I am really envious because although I have the '58 Biscayne, and few would know this, I really do love those muscle cars.

I hope to see as many of you at the June 24th meeting to catch up with what's going on with everyone. Until then, keep in road and enjoy a fun, but safe, summer.

Steve Goren, President

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: Buddy Paquet....." 661-4009
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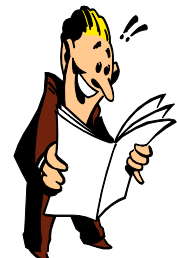
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- Historian: Patt Paquet....." 661-4009
- Webmaster: Herb Thoms....." 654-2933
- Program Chairman: Bert Sells..... " 824-2621
- Telephone Chair: Martha Fuller....." 602-1931
- Refreshment Coordinators: Clyde & Janet Smith
" 473-7834

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.*

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newsletter with
a friend.*





From the editor...

Do you think there is any significance to the fact that the first day of summer follows Father's Day?

As the days steadily increase in temperature, I have something for you next month that will hopefully cool you off, if not literally, at least figuratively. I have a good friend who lives in California and who, along with his wife, is an avid motorcyclist. They make more trips on their Harleys that most of us do in our cars. One of the clubs they belong to did a great trip in May and I have permission to reprint it.

Thanks to each of you who contribute to our newsletter. The stories and restoration updates are interesting and keeps the newsletter fresh and appealing to our members.

Condolences

DSR members extend our sincere sympathies to Foy and Judy Bobo, as well as their family, on the recent death of Foy's father. Mr. G. R. Bobo passed away in Fayette, AL on June 5th after a short illness. The customary memorial donation was made to Mercy Medical Pediatric Home Health in accordance with the family's wishes.

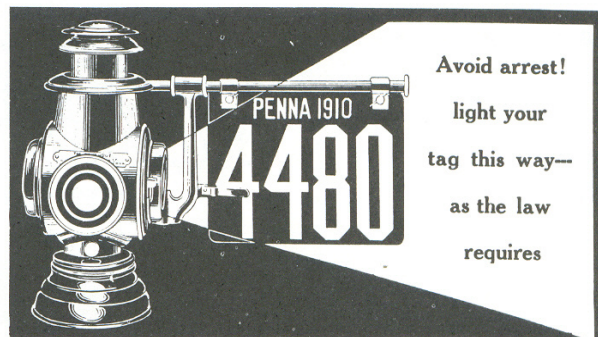
Deep South Antique Auto Museum opens to Port City Corvette/ Mobile Bay Mustang Clubs
By Ernie Rogers, PCCC

A guided tour of Jim Henderson's car collection, haulers, mechanic and restoration shop on June 5th was enjoyed by both clubs who had a total of about 30 members in attendance.

Jim has an amazing collection of cars, trucks and even a fire engine. The repair facility was fascinating to all of us who are more like "shade tree mechanics" in most cases.

Both clubs wish to thank Jim for allowing us to see everything up close and for his time to be our personal tour guide.

Vintage ad of the month



The Neverout Company sold license plate brackets to those who were nervous about losing their plats and implied in their advertising the only way to "avoid arrest" was to buy this gadget ASAP.

Member News

Let's all wish a quick and complete recuperation for **Lycyle Crowdus'** son, Ronald Attebery, who had major surgery on June 15th. On the good news front: **Garrette Dylewski** is finally on the road to recovery from the heart surgery he had 2 months ago. Hang in there, guy, we're all pulling for you. And **Ed Grimes** will start physical therapy June 21st to make sure his left rotator cuff surgery heals the way it should. Keep fingers crossed for **Barbara McCusker** – unable to get in touch with her so let's hope she and Ed are just on vacation. **Clyde Smith** is "back on the road again" as the song goes...on his way Nevada. Janet said she didn't want to ride that far just to have to do it again on the return trip. **Stella Suttle** had a second surgery about three weeks ago for an on-going hip problem. Four bone chips were removed this last time. Please keep her in your thoughts. More on the good news front: The **Thoms** were spending June 17-20 with their motor-home group over in Foley for the Hot Air Balloon Festival. Who else should have been in the news?

The Fullers will be providing refreshments for the June 24th meeting.

Power Tour concluded

Each engine already has the crankshaft installed in the GM small block along with four pistons and rods. The heads are pre-assembled. All other parts are pre-lubed if necessary and oil pumps are primed. The teams have to install the remaining four pistons, oil pump, gasket and pan. The cam gets installed, then the timing set, timing cover, flywheel and starter. Turning the engine over, the teams then go on with the heads, lifters, pushrods and rockers. While the top end is being assembled, a gallon of oil is being dumped in and once the lifter preload is set, the valve covers, the intake, distributor and plug wires are installed. Finally, the electrical and fuel connections are made and the engine started. It must run for one minute before the clock is stopped and the winner declared. Each member of the winning team got a \$250 gift certificate and losing team members to \$100 gift certificates each.

Day Seven began with the drivers' meeting just after 8 a.m.. Bill said participants received a thank-you from a representative of Hot Rod Magazine who then sent them on their way. He and Mark chose to use I-65 rather than using the back roads from Birmingham to Mobile. But in retrospect, he said they might have been better to take the scenic route. Mark and Bill had shared the driving experience, but today was Mark's day and I-65 South gave him an opportunity to open up the Charger and "blow it out". All well and good until about 40 miles north of Montgomery, AL. Bill was in charge of the video today and the only thing that was of any interest was the GPS showing a speed of 111 mph. Coming up on a truck, Mark slowed enough to whip around – Bill said the GPS came down to just under 100 but it seems there was a "County Mouny" hanging out right about the time Mark got back in the right hand lane. Next thing they knew, it was lights and siren.

Mark, being the smart young man he is, and Bill, having been through this drill before, knew it was time

to pull over and take their punishment. As the officer walked up to the Charger, Mark rolled down the window and said, "I am really sorry, sir." To which the deputy replied, "Not at 90 miles and hour, you're not!"

Long story short, Mark explained that he was too young when the real McCoy of the Chargers and other really fast Mopars came out to be old enough to drive one, much less own one. The officer, commiserating with him, said that when the originals came out, he wasn't making enough money to have one so they were both in the same boat. Bill didn't say exactly what the outcome of the traffic stop was which is probably best.

The two guys continued on their way, arriving in Mobile shortly before noon and along with a few others on the Tour. If you read the newspaper Saturday or Sunday, you know that it was a really big deal for Mobile. They hung around downtown for a while before calling it another day.

Saturday, was basically for the "long haulers", those who did the complete seven-day, seven-city, 1300+ mile journey. Some of the entrants on the Power Tour felt the red carpet had been rolled out for them while others were seriously unhappy with the venue. But Bill and Mark were two happy campers to have had the opportunity to take part. Would they do it again? Could be.

Unfortunately, the tour did have one really down side to it. James Anderson, a member of the West Coast Muscle Car Club of Florida, was killed in a multi-car accident on Alabama Highway 69 on Friday, June 11th. His 15-year-old son who was traveling with him, suffered extensive injuries and

as of Sunday remained hospitalized in ICU at a Birmingham hospital. His mother, Gail, had been notified and was in Birmingham with the young man. A fund is being set up and Hot Rod Magazine was the first to step up to make a donation as soon as it is established. DSR members extend our deepest sympathy to the Anderson family and wish a quick and total recovery to their son. **Note: You can see more pictures in the scrapbook at the next meeting.**



No big grin on Mark's face in this shot, just the officer's.



Power Tour's mobile HQ and car hauler

Me and my Autoette

By Randy Stone, AACA Vice President-Finance & Budget

During the fall Auto Fair at Charlotte Motor Speedway, I was walking in the vendor area and saw what I thought was an old bumper car like we used to see at Myrtle Beach, SC when I was a kid. The Hornets Nest Region always does a good job of having interesting things to see at their events and this was no exception. When I walked up with my group of friends, we were greeted with some-thing none of us had ever seen. Sitting on this small trailer was a 1953 Autoette CruiseAbout! We were all pretty taken with the engineering of the small electric car but none of us had any idea of where it came from and who built it.

That night I hopped on the internet (Where were we before the internet?) and Googled "Autoette"...the reply was "Do you mean Autoette CruiseAbout?". Wow! After answering, the following story emerged.

The Autoette was first manufactured in early 1948 in Long Beach, CA by Royce Seevers. Mr. Seevers was the leader of a group of enterprising Veterans that turned the purchase of Army surplus material into a thriving electric automobile business. The company was then sold to Blood Sales Co. for a short time before being resold to Wayne Manufacturing Co., a street-sweeping company who moved to Pomona, CA. The Autoette was then sold back to the Seevers' family; lock, stock and barrel in 1958. From then until 1970, they controlled manufacturing, distribution and sales of Autoette vehicles.

The Autoette vehicles were electric cars that came in a number of forms that ranged from pickup trucks (that could carry up to ¼ ton), cars, and golf mobiles. Ranging from two to four seats, the Autoette had tiller steering and was powered by an electric motor which drew its power from large six

volt batteries connected "in series". Production ceased in the 1970s.

Well, who knew...I was not only intrigued, but absolutely hooked. The next day I was ready to make a deal while my friend, Bill Cox, was pulling on my sleeve the entire time trying to talk me out of it. But I was determined and the whole gang was rooting me on. After so negotiation, the deal was completed and the owner delivered my new prize the next day. Not only did he have a title, but the original owners' manual as well. My wife was horrified when she saw the little car for the first time but after a while, she admitted it was "cute".

I started to disassemble and try to figure out what needed to be done to get the little car in shape. Pretty much everything was there and just needed to be reconditioned. The original wood floors were perfect and after just a little sanding and paint, they were like new! The only replacement parts needed were new batteries, wiring, tires, upholstery and windshield. The motor (Sherman Tank Turret Motor) was frozen solid, but my friend at Battleground Starter in Julian, NC quickly got it repaired. The brakes were completely shot, but the guys at Fleet Pride, (A semi-truck repair facility in Greensboro) took it as a challenge and made the little brake shoes and repaired the aluminum cores. They even turned the little drums for me on a massive brake machine. These guys loved the challenge and were great to work with. The lock on the parking brake was a little more difficult but an old time locksmith told me it was a gumball machine lock and fixed it right up. He said he hadn't worked on one of those locks in 40 years!

In working on the horn, we found (Cont. on Page7)



Original Autoette



Refurbished Autoette engine

Just for the ladies...

By Patt Paquet

To wear – or not to wear – is the question. If you are fortunate enough to have vintage clothing, which is wearable period clothing, and distinguished from antique clothing that should be preserved intact, rather than worn, then you are a lucky woman, indeed. Some museum conservationists get a little crazy when people actually wear period fashions. There are two valid schools of thought.

Many people donate family heirlooms to museums with the thought they will be enjoyed by a large number of visitors. Unfortunately, this is often not the case. Since thousands of pieces are donated to large museums each year, only the most extraordinary are displayed – the unusual or those with historical significance. The rest is packed away in storage and may eventually be sold in period de-accessions.

Wonderful clothing as early as the 19th century can be plentiful and found in good condition. Many feel these lovely things should be worn and enjoyed rather than buried in the basement, never to see the light of day. On the other hand, very old, fragile or rare pieces should not be worn, but preserved. They could be displayed in one's home or loaned to a local historical society. They can be made available for viewing at functions by displaying them in public buildings, churches and schools. In this way, those in your own community can see, enjoy and learn from the wonderful artifacts of our past. Happily, public awareness has finally reached the point where everyone knows that historical clothing and accessories should be disposed of with consideration.

From a 1997 issue of the *Sunday Strollers Bulletin*, newsletter of the Miracle Strip Region (FL) AACA, Bob Porter, Editor at that time



piece of antique handmade lace? Probably not. That lovely lace shawl that belonged to your grandmother was most likely machine-made.

The first lace machines were invented in the late 1700s. Improvements continued until the development of the Bobbin Net Machine. The Pusher and the Levers in the early 1800s changed the industry forever. By 1840, it was difficult to find enough handmade Honiton lace to make Queen Victoria's wedding gown.

"Lace" comes from the Latin word "noose". A noose is a hole outlined by a rope or thread, Lace is formed by twisting or looping threads. This type of open work, made either by hand or machine, is "lace" which appears to have originated in Europe at the end of the 16th Century as decoration. Its use was mainly on hand-woven linen mainly for ecclesiastical use.

The Stuart kinds made lace fashionable in the 17th Century. The superb quality was appreciated by nobility and was valued more highly than jewels. Lace makers worked in uncomfortable stables where the moist warmth from the cows kept the fine flax thread supple and their hands from becoming stiff with cold. It would take an entire year to make 24 inches of lace.

Royalty lavishly attire themselves in costly lace...ruffs, cravats, collars, handkerchiefs and fans. In George II's reign, the corpse of the Bishop of Atterbury shared his coffin with thousands of dollars worth of French lace when his body was returned for burial. Much exquisite lace was lost when soldiers wore it into battle. Even more was forever lost since it was the custom for the deceased to be laid out in the finest clothing. (Info acquired from the Internet)

Short course on washing vintage materials

Wash by hand in a mild soap such as Ivory Flakes or Ivory Snow. Rinse well, carefully supporting the weight of the weight article Lay flat to dry.

Sometimes an item will have a stain or brown age spots from being stored. Remember that old fibers can be delicate. "Old Sol" is a good product to help remove, or at least lighten, these stains. After washing and rinsing, lay the wet piece directly on the grass in the bright sunshine. If the stain remains, dampen by spraying with clear water. With a little luck and persistence, the spots should slowly fade away.

Autoette concluded

it came from a 1944 Harley Davidson. I bet the Autoette manufacturing team had a blast finding all the parts to make these fascinating little cars.

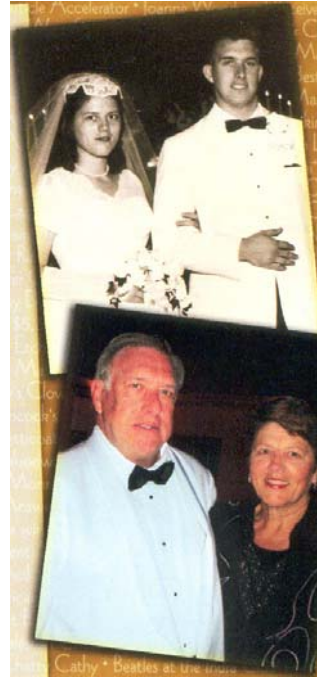
After minimal body repair and new paint, "she" came together rather quickly. The pin striping was done based on pictures taken before starting the restoration. We also had lots of information that the folks in the AACA Library & Research Center got for me. These people were great; they found the original sales documents from 1953 so I could look up even the original features and options. I was really pleased with the cool price list...our little car sold for \$798.70 originally. Pretty but money in the 50s for a little neighborhood car.



The Autoette, after restoration

In March, we were pretty much finished and all we needed to do was to take our first test drive. My first trip down the driveway had me sliding to a stop just before entering a pond at full speed. Whew! That was close, but after some adjustments to the brakes and steering, we were ready to ride.

My wife, Sylvia, and I have had a lot of fun with the little car. Last spring, we received a First Junior Award at the 2009 AACA National Meet in Charlotte. Maybe this year we can bring home a Senior. While that would be cool, the real reason for building the Autoette was to have fun with it. I drive it around our property all the time and it's a really neat little vehicle. I wonder what we'll find next time we go to the Charlotte Auto Fair?

Congratulations ...

...to Walt and Martha Fuller on their Golden Wedding Anniversary. That's quite an accomplishment these days.

They were married June 26, 1960 in St. Michaels Church in Chickasaw, AL. One story says that Walt was with some of his buddies when he first saw Martha and said he was going to marry her. Another story is that she asked him to the Vigor Backwards Dance and he accepted. Either way, it's been a very successful union.

They have one son and two daughters plus five grandchildren, all boys. We wish them many more happily married years in the future.

Buying, selling, searching??

1930 Model A Coupe owned since July 1959. A second 1930 engine plus many parts also for sale. Owner is downsizing. Ted Cunningham (850)492-3504 or starchief57@cox.net

1932 Model B Pickup that has been stored inside for many years before a meticulous restoration with NOS parts. Connie Horner (706)855-0695

Ads from the June Gulf Coast Model A Club newsletter

1965 Mustang hardtop 289 V-8 2bbl (original), factory air, power steering, original 14" hubcaps, all glass is good. Car has some rust. Vinyl top is good but car needs new paint. Interior good except needs new dash pad. Contact Wicked Rod Shop (601)940-1172 or Ware@WickedRodShop.com

Ad from Mississippi Coast Mustang Club newsletter

2001 Thunderbird – nothing wrong with this cool car, DSR owner wishes to sell & use proceeds to restore '55 Chevy 2-door BelAir. Pete Pearce (251)422-7318

**Deep South Region AACA
General Membership Meeting May 22, 2010**

Meeting called to order at 7:02 pm by President Steven Goren; invocation by Chaplain Kevin Crowell followed by Pledge of Allegiance by all members.

Old Business: President noted discussion held at February meeting to have Region's sign in front of clubhouse restored at which time he failed to get a motion to approve. He asked for approval at this time, motion made, seconded and carried. After another request for member to fill the Secretary's office and a bit of arm-twisting by the Vice President, John Pendergrass agreed to take the job for the remainder of this year. In the absence of the Secretary, President asked for motion to approve minutes of April meeting as printed in club newsletter. Motion made, seconded and passed. The Vice President, Treasurer, Editor, Activities and Member-at-Large had no old business. The Web Master was absent.

New Business: President had no new business: Vice President Fuller had two items: (1) Repair of pole light on east (driveway) side of clubhouse and work on floors of clubhouse. (1) After discussion, J. Henderson offered a bucket truck if E. Grimes would handle electrical repair. Offer was gratefully accepted. (2) Following much dialog, motion was made to get estimates on refurbishing floors before proceeding. Motion seconded and passed. (After meeting, several members stated they have equipment do cleaning and perhaps save cost of hiring job out.) Secretary had no new business. Treasurer Tracy Metclaf presented the May Financial Report and ask for approval. A lengthy discussion with regard to the car show portion of the report took place with a consensus the Car Show Committee consisting of Scott Henderson, Kevin Crowell, Foy Bob, Walt Fuller and Steve Goren hold and After-action meeting to determine what can be done to improve the 2011 event. After review of the entire report by the Treasurer a motion to approve was made, seconded and approved. It was at this point note was made that member Bobby Peterson, owner of Southern Repro, had printed all of the flyers and posters for the show at little or no cost, for which he received a huge round of applause. Activities Coordinantor Foy Bobo presented several flyers of upcoming events as well as a request from the Beverly Burton Scholarship Fund for a car display on Sept. 23 at the Mobile Country Club for the second annual Sock Hop/Silent Auction to benefit 10 worthy high school seniors who have been members of Alabama Boys & Girls Clubs. A motion to make this an official club function was made, seconded and approved.

Preceding adjournment, W. Fuller advised the membership a very unique vehicle was at the recent car show but did not receive a trophy. He asked the membership's indulgence in having one of the left over trophies ID plate changed and giving to the owner. A motion made, seconded and approved.

The 50/50 pot was won by Robbie Lyles, meeting adjourned at 8:00 pm.

Respectfully submitted

Patt Paquet, Secretary Pro-Tem

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Second annual Operation Iraqi/ Enduring Freedom Memorial Cruise-In

By Zeno Chaudron

Saturday, June 5th, started out not looking real promising weather-wise. Overcast skies for much of the morning turned into a very nice day for a car event. This was year number two for the Gear Jammers of Baldwin County fund raiser at the USS Alabama Battleship Memorial Park. They needed to raise \$125,000 of which they had already raised \$100,000 up the day of the event. What better way to help in this effort than to have a car show. I had an opportunity to talk with Ron Raven with the Gear Jammers who said the registration count was down from last year. But those there were having a fun with 129 types of transportation on display including everything from a 1915 Model T all the way to today's 2010 models.

The Park, without a doubt, is a great setting. Spectators in big numbers were present to enjoy all the various vehicles and exhibits. The US Navy color guard and the drill team was there performing their snappy routines. A 21-gun salute got everyone's attention.



Fellow DSR member Bobby Peterson and I took our cars over. We saw Ed and Eddie Grimes as well as Buddy & Patt Paquet visiting. Bobby and myself toured the USS Alabama plus all the other attractions. The history setting on that piece of property is astounding. You could just feel the pride and patriotism around us with men and women in military uniform and the Veterans present. That alone should make all of us stop to take inventory of what they've done for us and for this great country of ours.

It was a very enjoyable day and I think all the participants probably got home before the rain arrived.

Summer car care check list for both old & new vehicles

From the Internet

1. If you haven't done so recently, have your tires balanced and rotated for a smoother ride plus improved fuel economy. The right air pressure will also help.
2. Have your brakes checked, especially if you are hearing scratching/squealing sounds. This is a job for a professional.
3. Change your oil. The oil in your engine should reflect the outside temperature. The correct motor oil provides for better performance and protection in a wide range of conditions. Don't forget, we have an expert on motor oils as one of our advertisers.
4. Check your fluids. Check, top off or replace brake fluid, transmission fluid, power steering fluid, coolant and windshield washer fluids.
5. Replace wiper blades. Cold winter (and we had one) temperatures can make the rubber on the wiper blades hard and brittle, which increases their tendency to tear. An unobstructed view of the road is a must.
6. Test your air-conditioning. Turn your AC on high and to the coldest level. Make sure the air coming out of the vents is 55° or less and that the flow is strong. If you hear any unusual noises, have someone examine the belts and hoses for wear, deterioration or refrigerant leaks.
7. Apply a protectant to any vinyl areas of your car's interior such as the dash board and steering wheel. But be careful – the products can be slippery so you may want to skip the steering wheel. Many add a level of gloss, that if applied to the instrument panel, can be distracting. Finally, consider having a good wash job and a high-quality polish or wax to the exterior.

Finally, although you may be tempted to run the "old cars" at today's road speed, unless the vehicle has had some major customizing, remember that an engine or transmission or running gear that is original to the car or truck isn't up to sustained speeds of 65-70 mph. Think about it this way...you used to be able to run flat-out for quite a while before you finally started to get out of breath and feel that "stitch" in your side. Why would you want to put your car through something you'd not want to do yourself.?

Meet DSR's newest members

By Patt Paquet

Joseph and Linda Barnes are what could be called basically newlyweds considering they've been married for only two years. He has been a gearhead ever since his junior high school days when he inherited an old 1955 Ford F-100 pickup. She didn't have a clue about what it's like to be a part of the "car community".

Joe is a Mississippian by birth and by choice while Linda is a native of Montreal, Canada. She did all of her schooling in her homeland while Joe holds degrees from Mississippi State University and Mississippi Gulf Coast Community College. He does drafting and design while "Lin" as he calls her is in management.

They met at work – Joe worked for Hiller Systems, Inc., a company that designs and provides fire protection equipment for commercial and shipyard customers – and Linda with a sister company, Securiplex, LLC., which offers fire suppression and detection systems.

Joe is from a small family, having one brother. Two sisters and one brother puts Linda a little ahead of him in siblings. She enjoys sewing as



a hobby while he likes artwork, drawing and photography. They have three dogs, two purebred Labs – one, the first and older is black while the second is chocolate colored. The other dog is a Lab/hunting dog mix.

They belong to the Coast Cruisers in Mississippi but wanted something closer to home even though they live out in west Mobile. They found DSR on the Internet, came to the Mother's Day show and the May meeting. Before they left that night, they filled out applications and paid their dues. They were impressed with the friendliness of our members and how they were made to feel welcome, even as guests at the beginning of the evening. Right now, Joe is working 12 hour days/7 days week on the oil spill cleanup.

Getting back to the car part of their live, they are in the process of restoring their 1988 Pontiac Firebird. It is driveable, the interior is finished but there is still some work to do on the exterior. Joe has been around vehicles all of his life, beginning with his junior high days when he and his father, through the years, worked on a 1964 Falcon Ranchero and a 1968 T-bird. For a while he thought he would get to build a '51 Henry J from a body he inherited from his parents, but unfortunately, other things got in the way. He eased Linda into the car scene by taking her to shows but she wanted to see more. So they go to the cruises-ins and work with their Mississippi club on Cruisin' the Coast.

I asked what the two of them would consider a perfect evening or perfect vacation. It was unanimous – a quiet dinner in a nice restaurant where they could enjoy a good meal and have time for plenty of conversation.

Drivers with perfect cars

By Buddy Paquet

The following has been floating around the internet for a while. I got a kick out of it and hope you'll get a laugh or two yourself.

Jacques Cousteau with his Plymouth Barracuda.

A prison warden driving up in his Ford Escape.

Picasso would paint the town in his Nissan Cube.

Thomas Edison in a Chevy Volt.

Ben Franklin would prefer to drive a Jeep Liberty.

A firefighter in...what else but ...a Chevy Blazer.

An optician in a Ford Focus.

King Arthur in an Excalibur Phaeton.

Dizzy Gillespie in a Dodge Coronet.

"Mr T" in his very own Model T.

"Mini-Me" in a Mini Cooper.

Decathlon winner Bruce Jenner in his AMC Javelin.

Albert Einstein sporting about in, yep, you guessed it, a Smart Car.

Car care tip

Mix ¼ cup baking soda with 1 quart warm water. Remove road grime, tar, bugs and tree sap from headlights, chrome, windows, tires and vinyl seat covers by wiping with a clean sponge. Wipe with a clean cloth rinsed in clean water and let dry. No scratch marks to worry about.

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