

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

2010 Dates to Remember

- July 22** Monthly meeting in clubhouse – 7:00 p.m.
- July 23-25** Sardis Lake, MS Annual Cat fish Run—Pre '49 Street Rods Info:(662)429-7265
- Aug. 8** If anyone is interested: The Saenger Theater has started its Summer Film Series and on this date will show *Gone With The Wind* at 3:00 p.m. How about a 1:00-1:15 pm lunch at Spot of Tea in their “back room” then walk across the street to the theater? It runs 3:45, over at about 6:45? Can discuss it at the July 22 meeting.
- Aug. 13** *The Art of the Automobile* by Blue Velvet Studios 5-9 pm to which DSR and only two other organizations have been invited. More info at the July meeting. Rain date: Aug 28 4-8 pm
- Sept. 2-4** AACA Western Fall Meet—Cheyenne WY Hosted by High Plains Region
- Oct. 6-9** AACA Eastern Fall Meet—Hershey, PA Hosted by Hershey Region

Check out the Deep South Region Website at <http://local.aaca.org/deepsouth/>

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





DSR + AJMs = Win, win!!

By Paul Dagenais

Mother Nature is cruel and full of tricks. A last-minute request was made to the DSR to transport the America's Junior Miss contestants from Springhill Baptist Church on McGregor Avenue to Corpus Christi Catholic Church off of Hillcrest Road. What a nice little jaunt that would be; only a short distance. We'd get the Comet out, clean it up and put down the top. We'd escort a couple of attractive teenagers, all dressed up, from the Baptist Church to the Catholic Church where they would attend a Mardi Gras ball put on in their honor. However, as I said, Mother Nature is not to be trusted, especially in Mobile during the summer.

Approaching Springhill, the sky darkened. Just as we got the Comet situated, we had to quickly put the windows up and race to the building as the sky opened up and down it came. And came and came. Members of the DSR continued to show up as well as other volunteers with their antique cars. It was quite an array of classics and hot rods – a 1955 Chevy in front of us and a '56 Chevy behind us. While we gathered under the canopy, a beautiful 1958 white Chevrolet convertible arrived and pulled into a prime spot. I drooled until I heard the owner restart the car with the familiar sound of a very aged starter – the drool stopped. As the rain continued, it appeared those who had hardtops were at the advantage, especially if your ragtop might leak. Or as in the case of Foy Bobo and Walt Fuller you had to contend with canvas doors. With windows fogging up, I wondered at the surprise some girls might get when they got into Charlie Lyles '57 Chevrolet pickup, to be greeted by Charlie with his "Pere Noel" beard and bright red shirt. At the very least, they knew they would be protected.

As the drivers prepared to sprint back to their cars, one of Mobile's finest men in blue, Sgt. Ramey, informed us we would be in caravan to Corpus Christi and there would be a full police escort. He also informed us that he had had "the talk" with the young male escorts who would be attending the ball with the AJMs. I suspected there would be no breaches in protocol that night. The man was big and looked serious! As an aside, one of the local AJM moms later told me that the contestants were paired with local teens who were, hopefully, about the same height and, more importantly, would be attending the same college or university in the fall. Also, over the years, there has been one marriage that resulted from this type of pairing at the Mardi Gras Ball.



First Distinguished Young Women winner, 2010 Miss Idaho, Madison Leonard, a DSR rider with Tim Peterson

As we pulled up under the canopy, we realized our blower motor was not working and the windows were fogging up fast. I guessed the trip would be like being in a cocoon and it was. We had Julie Springate from Kentucky and Katherine Voo from Kansas, two beautiful and personable young women. As we had been warned before leaving by one of the AJM officials, these girls could talk!

As it turned out, one of the conversations we had was about the annual oyster eating contest sponsored each year by a local seafood restaurant which hadn't occurred yet. Katherine was totally unimpressed and Julie was nonchalant. She told Katherine it was just like drinking some slightly salty water but whatever she did, don't chew them. Of note, Julie won the contest, setting a new record of 74 oysters. Three other girls also beat the old record of 44.

The girls answered our questions about where they intend to go to school (Northwestern for Katherine and Centre College in (Con't. on Page 5)



From the driver's seat



Hey fellow club members –

For a while there car shows were running hot (HOT is the keyword) and fast. But now that we are almost in what we here in the South refer to as the “dog days” of summer, things have slowed down. But we still have opportunities to show our cars. We will have to go through the formality of voting on it at the July 22nd meeting in order to fulfill a request from Crown Health for a display of cars for the residents to see on July 23rd but this is a “given” as the younger people say today.

We also have (and had) other opportunities to use our hobby in promoting not only our club, but the City of Mobile as well. The Junior Miss function is just one recent way we have accomplished this. The other thing in the very near future is DSR’s participation in a request from Blue Velvet Studio’s “The Art of the Automobile”, an indoor/outdoor exhibit on Aug. 13th at Dauphin and Washington streets during the LoDa’s (Lower Dauphin Street) Artwalk. We are one of only three invited groups to show vehicles for the event. The other two are The Porsche Club of America/Sonneschein Chapter, and GK Restorations of Northwest Florida. Our Activities Coordinator will be handling this and I encourage you to sign up if at all possible. Blue Velvet has a website, (bluevelvetstudio.org) where you can see what they are all about if you wish.

Check the DSR calendar on your newsletter so you will be aware of what is happening in the near future and what’s coming up later in the year.

I have made so many good friends over the years since joining AACA/DSR and would not trade any one of them for the world. I am sorry that I will have to miss the July meeting but again – work calls. Have a good meeting and I will see you in August.

Steve Goren, President

2010 Officers

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 Vice President: Walt Fuller.....” 602-1931
 Secretary: Cathy Goren.....” 633-8171
 Treasurer: Tracy Metclaf.....” 433-0270
 Activities: Foy Bobo” 661-6133
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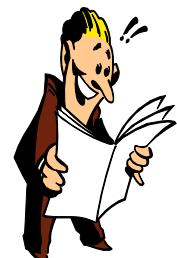
Volunteers/Appointees

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 Webmaster: Herb Thoms.....” 654-2933
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 “ 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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*Please share this
 newsletter with
 a friend.*



Something important you need to know

DSR has received a unique gift, a “car quilt” that we need to decided how to best use it. Details are in the June Minutes on Page 10. I am asking that each member submit their suggestion via e-mail to dsr951@bellsouth.net, regular mail, telephone or handed in at the July meeting. We will narrow all of them down to a few then vote to determine the one the majority of the members feels it best.

Mobile Pops Concert at Battleship Park

By Foy Bobo

Saturday evening, July 26th, after Judy and I attended Walt and Martha Fuller's 50th wedding anniversary get-together, a group of DSR members spontaneously decided to go to the above mentioned event. It was one of those "We talked about it at the meeting – why don't we just do it?" sort of things. There didn't seem to be much interest when it was brought up for discussion at the June meeting but with a couple of members getting on the phone, we had a reasonably good turn out.

The concert was originally scheduled to be held outdoors but due to the heat, the hanger was opened and with huge fans moving the air and being out of the sun, it wasn't half bad. Members jumped in the picnic mood, bringing tables and coverings, enough food and beverages to feed ourselves as well as the Mobile Pops members plus anything else necessary for a really good time.



While the band was getting set up, everyone enjoyed putting plates together that would rival a buffet platter-loading champ any day. And there was still food left over. Then we got what we really came for – being entertained with a great show of patriotic music by the Pops. At times, we joined them in singing the words (that we knew?) to those wonderful songs. What an up-lifting experience that was! It made us proud of our Nation and those who died for our freedoms.

You know, it is a lot of fun to have these on-the-spot happenings that require little, or no, planning or membership voting. I sometimes think we place too much emphasis on club-approved activities when a simple unplanned pot-luck snack/meal or get-together would help us all become better acquainted. We need to do a lot of laughing, game-playing (cards, dominos, etc.) and enjoying the fellowship with other members/friends on frequent occasions. I once heard a preacher say that we do not do enough "one anothering". After all, DSR is the extended family for all of us.

Junior Miss concluded

Danville, KY for Julie) and what they plan to study. (Katherine wants to be a pediatrician and Julie a journalist). They complimented us on the car "Oh, this is a convertible? Too bad it's raining...", and they proceeded to compliment the people of Mobile for being so friendly. Apparently, we are more polite than the folks from their home towns.

The important topic of conversation, however, was between the two girls. Would their dates be duds or not? What would they do with a dud? Did they have to have pictures taken with their dud? Could they compromise and switch dates halfway through the ball if one got a dud and the other didn't? We wisely had no comment on this discussion, nor were we asked. (Thank God! We probably would have strangled ourselves trying to maintain straight faces.) We are not sure how the dud situation was resolved. Arriving at Corpus Christi, the girls thanked us for the ride, had their picture taken as they exited the car under the safety of umbrellas. The rain started to abate and we went for Vietnamese food for dinner.

Club members who helping out were **Foy Bobo, Ramsey Burroughs, Zeno & Rheba Chaudron, Kevin Crowell, Paul Dagenais, Walt Fuller, Charlie Lyles, Tracy Metclaf, Buddy & Patt Paquet, Bobby Peterson and Tim Peterson**, Bobby's son, who had the honor, although unknown that evening, of carrying Miss Idaho, the very first of the Distinguished Young Women, whose victory was announced the same night as the name change, after 52 years of the pageant's having been the America's Junior Miss.

I think I can speak for all of the above members when I say it was an honor for our club to have been asked to participate

AACA's 75th Anniversary Special Meet

By Charlie Froehlich

I was asked to share this activity with you and I will gladly attempt to do so. I say "attempt" because so much was happening we might have missed some parts of it.

First of all, Ardie and I loaded up the 1957 Tbird and left for this June 30th Meet on June 3. You may note it is only 700 miles from South Mississippi to Louisville, KY. So why did it take us 27 days and 3600 miles to get there? Well heck, we like to combine trips to activities, which was the case here. We started out attending the AACA 22nd Founders Tour in Greensburg, PA. It was a nice five-day tour in the hilly country of western Pennsylvania. From there, it was on to Dayton, OH for the Classic Thunderbird Club International Convention. Then we drove to Charlotte, NC for the Eastern Ford V8 Meet. Finally, we were on our way to "Louieville" as some call it.

The 75th was a Special Meet in many ways. Of course, the standout item was that we were celebrating this very important milestone in our club's history. But also, there were many differences between this meet and the usual National Meet. This one had something for everyone; the show cars, the drivers, the touring cars, the flea market, and the customary Judging School and Membership Round Table allowing members to talk with Officers.

Registration opened bright and early on Wednesday morning – it was a mob scene. It seemed everyone arrived on Tuesday, or earlier, so they could get a jump on all the activities. The registration people did a great job in getting all of the very informative packages distributed.

One of the biggest differences in this meet and the regular meets was that driving tours were available. If you signed up, and we did, you received a tour book that provided instructions for four driving tours. So we took off Wednesday and Thursday to do two of them. Also, on Wednesday evening, there was a driving tour of downtown Louisville for all registrants, not just the touring cars. It ended up across the Ohio River in Indiana for an Ice Cream Social that was very good. We would have enjoyed the other two tours, but there were things not to be missed on Friday and Saturday.

We did not take part in the Riverboat Dinner Cruise or the Kentucky Derby Museum but heard they were first-rate.

Friday, the *AIR CONDITIONED* Convention Center opened for the admission of show cars. That's right, the "show field" was air conditioned. And there was room enough for all the cars; concours, DPC, HPOF and display. In addition, there was a special group of "Time Line Cars". These were vehicles from years 1903 through 1985. One could walk the line, which included all types of vehicles – cars, trucks, cycles, whatever – from the oldest to the newest.

Another difference from other National Meets was that although the judging had not yet taken place, the Anniversary Celebration Banquet was held on Friday evening rather than on Saturday night. It was in the same Convention Center not far from the area where the cars were. There was a huge crowd at the banquet but all the serving, etc., went off without a hitch. Noteworthy is the fact there were 22 AACA Past Presidents at the banquet which was followed by the very interesting Jeff Mahl presentation "Bandits, Guns and Automobiles". It was the story of Jeff's grandfather winning the 1908 New York-to-Paris road race in a Thomas Flyer.

Saturday morning started with the Judges' Breakfast followed by time for the remaining cars to enter. Judging started at 10:00 a.m., an hour earlier than usual. All judging and tallying was completed and competitors gathered for hors-d'oeuvres and the awards ceremony that afternoon – another departure from the ordinary. Everything was completed by about 6:00 p.m. and the 75th Anniversary Celebration was over.

A few very unofficial statistics: 1600 members registered, 620 cars in the convention center, 1200 people at the Friday night banquet. A very nice gift to all registrants was a 75th Anniversary license plate. If you showed a vehicle, you received a diamond to attach to the plate. Another diamond if you signed up for the touring aspect. I wish I could show it to you here, but it will have to wait until we make a DSR meeting or some other activity.





From the Editor...

How many of you have ever received a traffic ticket? Giving them was not something on my daily “Things to do List” during my law enforcement career, but when confronted with obvious disregard for traffic laws, I was required by – if nothing more than moral obligation – to cite the driver for the infraction. Seeing today’s drivers, I sometimes wonder if I did enough “ticket writing”.

What makes me happy, and also proud, is seeing those who drive antiques, classics or hot rods following the “rules of the road” and displaying unusual amounts of courtesy to other motorists, regardless of what *they* happen to be driving.

Another thing that has made me very happy over the past 5 ½ years is having served as the club’s newsletter editor. It has been one year longer than planned. However, when Ed McCusker had to resign early this year due to Barbara’s medical issues, I could not – in all good conscience refuse to take the job back. That’s what friends are for, helping each other when help is needed.

But I cannot do it in 2011 and now is the time for someone to step forward to begin learning, if they don’t already know, how to put together a newsletter. There are a few stipulations by AACA but they are easy to follow. I can say that it takes whatever amount of time ones wishes to devote to it and that it should be the new Editor’s newsletter. I would emphasize that *change can be good*. There are copies of newsletters for several other clubs, some AACA and some not, on the table at the club house. Pick up a few, take them home, read them and then decide this is something you can do for DSR.

2010 MD Car Show People’s Choice Award



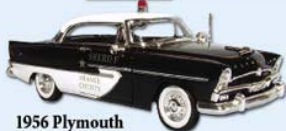
When locating Mr. Claude Turberville, the recipient of the “People’s Choice Trophy”, we were surprised to find old cars are a family affair. His wife, Michelle, is just as much a part of the hobby as he is. Claude works long hours and was not at home to receive his prize.

Michelle operates a home business so Walt and Martha Fuller made a surprise visit for the presentation. Both were totally astonished at their win and thanked the club for the recognition. They are real car people and have numerous other running and drivable old vehicles. They were invited to join AACA and DSR and will surely return to our Mother’s Day Car Show next year.



Vintage ad of the month

Police Cars Through The Years



1956 Plymouth Sheriff's Car



1936 Chrysler Police Car



1964 Ford Galaxie Police Car



1938 Chevrolet N.Y.C. Police Car



On the road to recovery

John Bogle has another two weeks before he can dump the heart monitor – said it is possible his erratic heart beat could have been caused by some eye drops he was using. John celebrated his 91st birthday June 20th.

Peter Pearce is very much improved, back at work, but otherwise resting up for his and Toni’s vacation starting 7/16 thru 7/23 at a Florida condo. The cause of his staph infection is unknown but he’s glad it’s gone.

Which came first, the car or the postage stamp?

By Buddy Paquet

It seems to me that a liking of history and a love of old cars should go hand in hand. It does for me. I can recall a few years back that Patt would go to the Post Office to buy stamps to mail the car club's newsletter and grumbled at not being able to get what she referred to as "car stamps" on a regular basis. (She's picky, she thinks your dinner plate should be color coordinated.)

This has kept recurring to me from time to time and the only way I knew to get it off my mind was to do some research. So, I share here with all of you some of what I learned.

To answer part of the question in the article's title, the first gasoline power car built in America was by Frank and Charles Duryea in 1893. Three years later, Henry Ford built his first automobile and named it the Quadrcycle. Keep reading – you will find the rest of the answer.

First – a short history lesson. Benjamin Franklin was appointed at the first Post Master General by decree of the Second Continental Congress in 1775 and the Post Office was born. New towns and villages sprang up as the country grew making it necessary for the Post Office Department to do the same. A critical need to expand the postal service prompted the issuance of the nation's first postage stamps in July 1847. A likeness of the Post Master General graced the five cent reddish brown stamp which paid for a letter weighing less than one ounce traveling less than 300 miles.

The post office was so efficient that by 1851, Congress was able to reduce the rate from five cents to three cents. (Yes, that's what history says.)

In 1860, the services of the Pony Express were incorporated with the PO to get mail to and from San Francisco. This was an important undertaking as a communication link between Union Forces and the West Coast was badly needed with the outbreak of the Civil War.

Not much changed with the U.S. Postal Department until 1893 when the 400th anniversary of the landing of Christopher Columbus was commemorated at the World Columbian Exposition. The post office got in the act by issuing a series of 16 stamps ranging in value from one cent to \$5 (a princely sum in those days). The series depicts Columbus and various episodes during his

career. These are often considered the first commemorative stamps issued by any country.

Then came the Trans-Mississippi Expo opened in Omaha, Nebraska in 1898. The USPS was ready with the Trans-Mississippi issue which consisted of nine stamps, each depicting a different scene out of the west that were to be bi-colored but the Bureau of Engraving was overtaxed by the needs of the Spanish –American War necessitating only a single color.

Now, let's get to the "car part" of this tale.

Lots of car lovers will find this hard to believe, but stamp collecting, not car collecting, is the most popular hobby in the world. I would think many car collectors might also have a passion for acquiring stamps as a hobby, too. The ones who do rarely have any interest in baseball cards or Barbie dolls, coins or comic books, etc. Yet of the

collectibles mentioned, and those that are not, numerous automobile enthusiasts have come to have an interest in stamp collecting as a way of having their "dream car", if only on a postage stamp.

The relationship between cars and postage stamps goes all the way back to the turn of the twentieth century when the first stamp with an automobile on it was issued in 1901. Rather a peculiarity when you think about how few cars there were at the time. The first "car stamp" had an electric car with the Capitol Dome in the background. It was one of the 1901 Pan-American Expo stamps and cost four cents. There has been much debate as to whether this stamp was the first to depict a living person. One argument goes that the two men in front are both chauffeurs a man in the passenger compartment i But there is no doubt this was the first stamp ever to depict an automobile.

Automobile enthusiasts that collect stamps might be called "fringe" collectors by those who identify themselves true philatelists (the \$5 word for stamp collectors). Yes, they have a stamp collection and might even be working on a series. But odds are their love of automobiles equaled, or perhaps surpassed, their devotion to tracking down a particular stamp back when gasoline was only \$1.00 a gallon. **(Cont'd on Page 7)**



How DSR members celebrated America's birthday

The **Bobos**, with family, had a great day at their place on the Pascagoula River boat riding, eating, swimming, eating, floating, eating, water sliding, eating and enjoying fireworks that night. The **Chaudrons** had had kinfolk funerals the first two weekends in July so not much celebrating at their house. However, they said they had time to think about what the Fourth of July stands for and how it sometimes seems a lot of people have no appreciation for the freedoms they enjoy. **Gene and Doris Cox**, said they were well aware of the meaning of the holiday, and happy to have three grandchildren at their house for Gene's grilled ribs and all the trimmings. After a patriotic church service, **Lycyle Crowdus** went "to the country" to spend the night with family, returning on Monday afternoon. The **Dylewskis** spent a somewhat quite weekend at home, doing as much/little as Garrette could tolerate. Frieda tried to contact her son who is serving in the USN, but us unsuccessful. The **Froehlichs** awoke in Louisville, KY after attending the AACA's 75th Anniversary. They headed south with some friends and changed a flat tire about 40 miles later. When they arrived in Franklin, TN, they along with daughter and son-in-law went to a downtown Fourth of July celebration with entertainment, food booths, etc. When the sun began to set, they drove out to a hilltop site to watch a community fireworks display. Then they celebrated again on the 5th by getting the tire repaired and son-in-law doing a cookout for everyone. A **Fuller** grandson pulled a ruse on **Walt and Martha** by saying he was stranded in Lake City, FL which resulted in them doing a road trip. At one point during the visit, a family discussion about freedom took place the consensus being that the average person doesn't know how blessed we are. An enjoyable weekend, all in all. The **Givens** and **Suttle** families attended church then had a cookout by their pool. They took advantage of the day to impress on the younger set the importance of Independence Day and how blessed they are to live in a free country. **Jim and Nancy Henderson** went to Augusta, GA to the "Old Home Place", built somewhere between 1840-1850, which Jim has inherited. They spent July 1-4 sorting, cleaning, disposing and Jim riding a lawnmower for about six hours. The **Lyles** had family and friends over after church for a big cookout (Charlie's famous for his grilling). The **McCuskers** went to a Spanish Fort friend's house on Saturday for swimming and a meal after their swim. On Sunday, they lunched at the new Japanese Steak

House on Cody Road that was formerly a catfish restaurant that turned into Nan Seas for a while. They report it was very good. That night the neighborhood had a nice festival with food. (Wow! What a weekend!) **Tracy Metclaf and Paul Dagenais** played host to a college pal of Tracy's who now lives in Houston. He, his wife, daughter and her family were here on Saturday making for an enjoyable day. **Bill Musgrove** says all he did was work on old cars!!!!!! The **Paquets** celebrated on the 5th by keeping their 10 month old granddaughter while mom and dad went to a movie. The **Pendergrasses** had a great time with their daughters visiting Gulf State Park and reminiscing about the years when the came on vacation while living in other places. **Ross Sloan** enjoyed a feast with family before working it all of by playing volleyball for a couple of hours. **Clyde and Janet Smith** spent a very quite and relaxing weekend at home while their children visited friends in Tennessee. They enjoyed remembering other Fourth of Julys when they hosted cookouts for up to 50 folks but they just chilled out this year. The **Thoms** participated in a neighborhood cookout and fireworks shootout. Herb says there are several veterans in their group as well as some active National Guard members. One husband and wife team seem to be exchanging alternating assignments in the Middle East. They said farewell to the wife the previous weekend. They have a neighbor was born in China that contributed a wonderful noodle dish that was a big hit. He and his young son were aware of what was being celebrated and was proud to be a part of it.

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A very nice Thank You note has been received from Bobby and his crew for a free lunch anonymously prepared and delivered in DSR's name in recognition of his generous contribution in making our 2010 Mother's Day Car Show a success.

Just for the ladies...hot dog!

By Patt Paquet

Having been through the Fourth of July earlier this month, you may never want to see another hot dog until next year. But then again, they are good, select varieties can be not so bad for us and they are usually reasonably priced.

Hot dogs were not invented in America and nor were they always call hot dogs. They are, first and foremost, a kind of sausage and the sausage has been around at least since Homer wrote about it in *The Odyssey* in the Ninth Century B.C. By the Middle Ages every region in Europe had its own version of a sausage but in the late 17th Century, a butcher named Johann Georghegner is credited with having developed what became the frankfurter or “dachshund sausage”, one that resembled the hunting dog or hound (“hund” in German). Meanwhile, in Austria, the Viennese butchers had an idea for a similar sausage and it was named after their city. Vienna is “Wien” in German, and so we have weiner sausages or “wieners” as they are called even now as a synonym for both “frankfurter” and “hot dog”.

In the 1860s, German immigrants began selling the “dachshund sausages” from pushcarts in New York City and placing them in a bun (another whole story) with a serving of sauerkraut and mustard on top. In 1871, a German butcher named Charles Feltman began selling them at his Coney Island restaurant. Credit for naming the creation “hot dog” goes to a sports cartoonist for *The New York Journal*, Thomas “Tad” Dorgan, who was in the press box at the NY Polo Grounds on a particularly chilly April day in 1901. During the ball game, no one was buying ice cream so the concessionaire sent out for sausages and rolls and had them touted as “red hot dachshund sausages!” and they were a big hit. Dorgan, drawing a cartoon of barking sausages steaming in the rolls, and since he didn’t know how to spell “dachshund” he wrote “hot dog!” and the name caught on, which is how we still refer to them today.

The fact that hot dogs come already cooked, or smoked, and need only warming makes them an easy choice for picnics, ball parks, or fairs. While people

The fact that hot dogs come already cooked, or smoked, and need only warming makes them an easy choice for picnics, ball parks, or fairs. While people may call them by different names and may cook them in different ways; boiled, steamed, fried, grilled, etc., served plain or with mustard, ketchup, onions, relish or many other things, most people will agree on one thing – they just taste great!



Franks & Kraut Casserole

1# frankfurters	1/3 cup chopped onions
2 Tbsp oil	2 Tbsp brown sugar
3/4 cup water	1/2 Tsp dry mustard
	1 can sauerkraut*

Saute' onions in oil. Add water, ketchup, brown sugar and mustard. Heat thoroughly. Put kraut in casserole dish and place franks on kraut. Cover with sauce. Bake at 375⁰ for 30 minutes.

*Drain and rinse kraut for a less tangy flavor or use Bavarian for a sweeter taste.

There is still an abundant supply of strawberries available. Try the following recipe, which is easy and quick, but served on a platter with a pretty paper doily, it looks as if you spent hours and hours putting it together.

Heavenly Filled Strawberries

1 # fresh strawberries	2 – 8 oz pkgs cream cheese,
1/4 tsp almond extract	softened
1/2 cup confectioners sugar	Grated chocolate –opt.

Remove stems from strawberries; cut a deep “X” in the tip of each berry but not all the way through. Gently open berries.

In a small bowl, beat the cream cheese, confectioners sugar and extract until light and fluffy. Pipe or spoon about 2 teaspoons into each berry and sprinkle with chocolate. Chill until ready to serve.

Car Stamps concluded

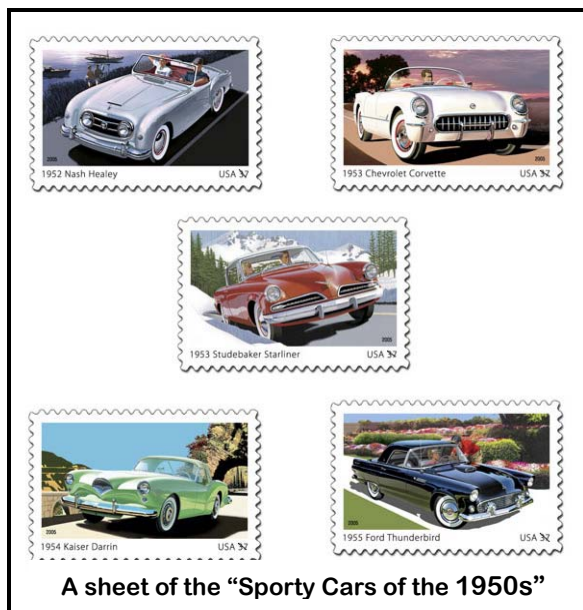
Fast forward just a little over 100 years to 2005 when cars finally appeared again on postage stamps. It was a premier event for classic car enthusiasts when the five-car set of commemorative stamps titled “America on the Move: Sporty Cars of the 1950s” were seen for the first time. It was at a first-day-of-issue dedication ceremony in Detroit on Aug. 20, appropriately in conjunction with, the annual Dream Cruise of classic cars and hot rods along Detroit’s Woodward Avenue. “We understand the power our stamps have in helping celebrate American history and culture, in this case, the innovative brilliance of our automotive technology and design,” said Anita Bizzotto, Chief Marketing Officer, U.S. Postal Service. “They will be a reminder of the unique style and culture of the 1950s.”

The stamps immediately hit the road in order to be unveiled at the August 21st Pebble Beach, (CA) Concours de Elegance, an international gathering of automotive enthusiasts on the Monterey Peninsula. Another very appropriate occasion. The cars featured in the set are a 1952 Nash Healey, a 1953 Chevrolet Corvette, a 1953 Studebaker Starliner, a 1954 Kaiser Darrin and a 1955 Ford Thunderbird. “America’s love affair with the automobile stems, in a large part, from its use as a form of personal expression,” said Sandra Kasky, co-chairman of the 54th Pebble Beach Concours. “We are what we drive and these stamps represent our love of style and performance.”

Acceptance of the first issue of automobile postage stamps was so well received, it was only just a little more than three years before the second issuance of “America on the Move” commemorative stamps was street ready. This set was called “50s Fins and Chrome” and was a series of five stamps to celebrate such classic Detroit metal as the 1957 Chrysler 300C, the 1957 Lincoln Premier, the 1957 Pontiac Safari Station Wagon, the 1957 Studebaker Golden Hawk and last, but no where near least, the 1959 Cadillac Eldorado. The stamps featured paintings by renowned automobile illustrator Art M. Fitzpatrick and were automobiles that were still on the road as of the first-day-of-issue on Oct. 3, 2008. “What better location to preview these classics to the world than Carlisle, PA for the Fall Carlisle Collector Car & Swap Meet, where automotive history is kept alive and where the spirit of the classic car is celebrated,” said Patrick R. Donahoe, U.S. Postal Service Deputy Postmaster General and Chief Operating Officer.

I have not been able to find any current information regarding a third issuance of automobile stamps. Personally, I think the USPS would do well to come out with a series commemorating muscle cars that are of particular interest to younger car buffs.

I scratched an itch researching the information for this article, learning a lot in the process. I’m sure I would never become a stamp collector, even those bearing automotive interests. However, with today’s technology allowing many of the club’s newsletters to go via E-mail, Patt grumbles less about the stamps.



A sheet of the “Sporty Cars of the 1950s”



Sheet of “50s Fins and Chrome”

Deep South Region AACA General Membership Meeting June 24, 2010

President Goren called the meeting to order at 7:07 p.m. The invocation was followed by the Pledge of Allegiance. Thirty-three members and one visitor was in attendance.

Old Business: The President presented new membership cards to Don Dillehay and his new wife, Ruth, in honor of their recent marriage. Vice President: Noted the pole light had not been repaired and the floor cleaning is on hold. At this point it was brought up, moved and approved to give Advance Auto Parts \$500 for their charity of choice in recognition of their supporting the 2010 Mother's Day Car Show. Secretary: Presented the minutes of the last Meeting which were approved. Treasurer: None and absent Editor, Member-at-Large and Webmaster had no old business. Activities: Ask for ratification of a motion of the Executive Board that DSR provide transportation for the 2010 Junior Miss contestants from Springhill Baptist Church to Corpus Christi Catholic Church on June 18, 2010. The request came after the May meeting and prior to the June meeting.

New Business: President: None Vice President: Announced the People's Choice Trophy from the 2010 Car Show had been delivered and presented to the recipient. Secretary: None Treasurer: Absent but copies of the June financial report were distributed to those in attendance and after review, report was approved. Activities: No requests for displays had been received but it was noted by a member that the Mobile Symphony's Pops Band would be presenting a free patriotic concert at Battleship Part on Saturday evening if anyone was interested in attending. Picnic baskets would be welcome. As the meeting was being adjourned, Walt Fuller noted he was planning a day trip to the Busted Wrench Garage in Gulfport, MS on Sept. 18th. Motion to make this an official Club function was approved. The Editor and Webmaster had no new business. The Member-at-Large noted the Bylaws need to be amended to allow for activity requests that are received between meetings. He will work on this and hopes to have something ready by the July meeting.

Other Business: There was some discussion about earlier planning for the next car show. It was moved and approved that the 2010 Car Show Committee and any other interested members have a meeting in August (date TBD) to put together an After Action Report on the 2010 show and start planning for next year. Martha Fuller showed a quilt, similar to the one currently on display in the clubhouse, that had been given to her when she and Walt were at the Blueberry Festival in Brewton the latter part of May. It was presented by one of the members of the South Alabama Region AACA who said that her daughter-in-law had won it in a raffle at one of DSR's car shows in either the late 1980s or early 1990s. Her daughter-in-law had cared for it but had never used it and felt it should be returned to where it started. No decision was made about what to do with it but all were in agreement that mention of it could be made in the monthly newsletter and ask for suggestions how best to use it.

Being no further business, the meeting was adjourned at 7:47 p.m.

John Pendergrass, Acting Secretary



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