

**Your June 2009 issue of The Sparkplug follows this page  
There are 10 pages in the newsletter including this calendar**

## **2009 Dates to Remember**

**June 25**      **DSR monthly meeting—clubhouse (THIS WEEK!!)**

**June 27**      **Ocean Springs, MS** Special Benefit and Ride for Officer Stephen Bond. To be held at BCN Cycle Works, 7311 Hwy 90, East in Ocean Springs, MS. 228-818-2700. Motorcycle and Classic Car Show. Trophies awarded for best custom and stock in both motorcycle and car shows. Door prizes and a 50/50 drawing. Breakfast available at 8 am. Ride begins at 10 am, leaving BCN Cycle Works and goes to Silver Slipper Casino. After a 30 minute break, back to BCN Cycle Works for BBQ, motorcycle show, car show, door prizes, raffles and awards. Budweiser and Coca Cola will be serving. All proceeds from registration and door prizes will go to the family of Officer Stephen Bond.

**July 23**      **DSR monthly meeting—clubhouse**

**Aug. 1**      **Biloxi, MS** 8th. Annual Show & Shine Open Car / Truck / Bike Show. Registration is 9am - 12:00 Noon, Awards 3:00 pm. \$20 Entry Fee. 50/50 · Door Prizes · Music. Flea Market, Art & Craft Show, inside Air Conditioned building Food & Cold Drinks Available. Joppa Shrine Center 13280 Hwy. 67 - Woolmarket, MS Exit 41 off I-10 / Then 1 mile North on Hwy.67. Vendor & Show Information 228 392-9345 Presented by Joppa Shriners,

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

### **Afghanistan/Iraq War Memorial**





# The Sparkplug

Deep South Region A.A.C.A. Newsletter, Vol. 43 No. 6 June 2009



## Afghanistan/Iraq War Memorial Cruise In By Buddy Paquet

Give us “old car folks” something to do on a Saturday we will do it. It might mean putting off cutting the grass or other chores for another day or so, but that’s just part of being old wrench turners.

Our club had voted to participate in an event at the USS Alabama Battleship called Operation Afghanistan/Iraq Enduring Freedom Memorial Cruise In on Saturday, June 6<sup>th</sup>. It has originally been scheduled for May 23<sup>rd</sup> but that day turned out to be a total wash out. When the date was re-set for June 6, that made it really special.

There was a few more than a Baker’s Dozen DSR members who met at Jim Henderson’s car museum to caravan to the event. We did well until we got through the Wallace Tunnel and there the group splintered apart.

As we approached the entrance to Battleship Park, I was blown away by the number of vehicles there

ahead of us and it was barely 10 a.m. The car club who organized this, the Baldwin County Gear Jammers, had everything under control and traffic was moving steadily. There were BCGJ members posted along the route to get the cars into the parking area. Unfortunately, our members who were separated from the main group of cars didn’t get to park with us but got there safely and were nearby.

Patt and I, along with the others, piled out of the cars and helped get a tent set up and unloaded chairs and all the other paraphernalia needed for an outing. Then it was off to the Registration Tent to get signed in.

Our arrival time worked out perfectly. After registration was taken care of, we were just in time for the start of the ceremonies. The invocation preceded the Presentation of Colors by the Alabama State Guard, 302 Battalion, Baldwin County followed by the National Anthem and the Pledge of Allegiance.

There were some VIPS on hand; 1<sup>st</sup> Lt. Nathan Cox, Ret. USMC who gave a short welcome and note of appreciation, Commander Pete Riehm, USN, Ret. who thanked those who had attended the event and last but

far from least, Col. Glenn Frazier, US Army, Ret. WWII Veteran and POW/Survivor Bataan Death March. Interspersed between the speeches was the Pensacola Naval Air Station Chorus with several patriotic songs and two little girls, ages four and five, who offered a rendition of *My Country Tis of Thee* that would have brought tears to the eyes of the world’s toughest D.I.

By this time most of us were beginning to hear the tummy-rumble that said it had been too long since breakfast and went in search of food. The usual

‘burgers and ‘dogs were available but I must say the fare was better than usual for an event of this type. Making our way back to home base, we discovered others had needed nourishment as well. When all was said and done, it was one of the better lunch hours I’ve spent in a while, sitting with friends discussing our cars and how to solve the problems that occur with vintage vehicles.

I don’t know the final count for the number of participants but I do think this was one of the biggest turn outs of vehicles for any event I’ve ever seen in our area. There were vintage and classic cars, hot rods and customs and late model cars plus a huge display of motorcycles. Seems everyone wanted to help make the Afghanistan/Iraq Memorial a reality. The last dollar amount I heard for the day was \$90K and that was around 1:00 p.m.

DSR members making up the caravan were **Zeno Chaudron and his son, Trey, W. Fuller, B. Gchijian, 2 Gorens, J. Henderson, C. Lyles, 2 McCuskers, 2 Paquets, B. Peterson and 2 Thoms.** Early birds on the site to get tents and cars set up were **2 Musgroves and 2 R. Whites** as well as **Ed Grimes and son, Eddie** minus the tent.

This was the 65<sup>th</sup> anniversary of D-Day and the Battle of Midway. I don’t know about you, but I think those who were a part of what was going on felt a lot better for having been there and contributing to an extremely worthwhile cause.



**The Gorens won the Crew Mate’s Choice Award**



### From the driver's seat

What a great showing we had at the USS Alabama Memorial Park on Saturday, June 6<sup>th</sup>. DSR participation in other club's events will go a long way in helping us grow in membership and participation in our own show. I encourage all our members to become involved in as many events as they can. I know that we can't possibly make every function in and around our community but when you can, please do!

I believe we, as a club, are moving forward in so many ways. The fun and interaction we have with each other and with other organizations will allow us to grow and enjoy our hobby even more. Hope to see you out and about with your car at the many events throughout the summer.

June has been a busy month for our club. The event at the USS Alabama on June 6<sup>th</sup> was really something. What a variety of automobiles, both old and new. DSR had a very good turn out of members for this. There was a large number of clubs represented and I am glad we were one.

I am so sorry we couldn't make the outing on June 13<sup>th</sup> with the South Alabama Region AACA and the Gulf Coast Ford Model A Club for the picnic at Blakeley State Park. We would very much liked to have been there but sometimes there are just not hours in the day or days in the week.

Congratulations to Jim Henderson on receiving multiple awards at the AACA meet in Lebanon, TN on June 13<sup>th</sup>. Cathy and I look forward to attending a National Meet sometime in the future, either with our without a car.

*Steve Goren, President*



### 2009 Officers

- President: Steve Goren.....(251)633-8171
- Vice President: Walt Fuller....." 602-1931
- Secretary: Cathy Goren....." 633-8171
- Treasurer: Tracy Metclaf....." 433-0270
- Activities: Lycyle Crowdus....." 661-8486
- Frieda Dylewski....." 476-1870
- Editor: Buddy Paquet....." 661-4009
- E-mail: DSR951@bellsouth.net**
- Member-at-Large: Paul Dagenais....." 433-0270

### Volunteers/Appointees

- Chaplain: Kevin Crowell....." 660-1888
- Historian: Patt Paquet....." 661-4009
- Webmaster: Herb Thoms....." 654-2933
- 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.**



**Quote of the month:** After a real crusher of a landing in Phoenix, the Flight Attendant came on with "Ladies and gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt up against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal.



### A big shady oak tree, watermelon and company of the finest kind

By Patt Paquet

On a more-than-warm June afternoon, how much more could you ask for? Maybe some vintage cars to gaze upon? OK, that's in the mix as well.



Although our number was small, the residents of the Allen Memorial Home didn't mind one bit. They were sitting outside, in the shade of a probably 100-year-old oak tree waiting for us to arrive.

The cars had hardly gotten parked and almost before we could get out, a few of the fellows were getting out of their chairs to take a closer look. The women were only slightly more reserved but it wasn't long before they were asking questions, too. One in particular remembered our club having been there last year.

Lycyle Crowdus, Walt Fuller and 2 Paquets walked about in the sitting area talking with the folks who had come out the see our cars. The staff brought those who needed assistance out with walkers or in wheelchairs so they could enjoy the display also. When they had their fill of looking, they joined the others in the rest area.



It was fun to sort of eavesdrop on some of the conversations taking place. One woman was telling another a story of having been courted in a Model T and a Model A. Apparently, she didn't take either of the drivers seriously because she said something about the best ride she ever had was on a wagon in the moonlight.



It didn't stop there. A couple of men who had been brought out in wheelchairs had a bit of a contest to see who could remember the most Burma Shave quotations. Wonder who the winner was? >>>>



### From the Editor

Hopefully, everyone reads the National Events Calendar that is in each issue of the *Antique Automobile* magazine. If you do, then you know that AACA's 75<sup>th</sup> anniversary is next year. A grand celebration will take place June 30-July 5 in Louisville, KY. It will be hosted by the Kyana Region and will be something to remember.

One of those remembrances will be a special edition book to commemorate the birthday festivities. What makes this special is that each Region and Chapter have been invited to put something about their club in the book.

What will be submitted by DSR will be a picture of our clubhouse and a brief history taken from what was compiled some years back by Ernie & Eugenia Youens and Lycyle Crowdus.

There will be so much going on during the six days. A regular AACA Meet, a youth program, four self-guided tours (Bluegrass Tour, Historic Bardstown, French Lick, IN and Elizabethtown, KY). Also there will be a structured tour to Churchill Downs on Friday.

Start making your plans now to attend this unique event. I don't think many of us will be around for the 100<sup>th</sup> anniversary. Watch each issue of your *Antique Automobile* magazine to keep up with what's going on or those who like using the computer, log onto the AACA website.



We spent a very pleasant two hours chatting with the residents and staff while enjoying our watermelon Popsicles under that big old oak tree.

If we are invited back again next year, try to take part. It's really a lot of fun talking with and listening to these people tell about their younger years and what cars played a part in their lives.

## A bread truck, in a hurricane, on a flooded Causeway

By Ross Sloan

With hurricane season officially open, I am reminded of a story that my grandfather told me years ago that I am sure many readers will view with a smile as well as absolute astonishment.

My mother's father, Kenneth Hathcock, was about 27 years old in the early 1930s when he secured a job with Malbis Bakery in Baldwin County as a mechanic for the baker's fleet of vehicles and as a substitute driver of old Model T pie wagon bread trucks.

As was customary in that era, he was a rather good mechanic. One September, he had arrived at Malbis around 3 a.m. to load his truck with bread so he could start for Mobile to deliver his fresh cargo.

On this particular dark morning, it was raining heavily as my grandfather struck out for Mobile down U.S. 90 to Spanish Fort, Alabama toward the Causeway, which had opened a few years earlier.

In Spanish Fort, a state trooper blocked the road at the top of the hill. He told my grandfather the Causeway was closed to traffic because a hurricane was coming and the tide was already over the road.

Readers should remember that this was the heart of the Depression, which was as dark as the sky that morning. Naturally, my grandfather took his job very seriously; jobs were more scarce than the proverbial hen's teeth. He advised the officer that the bread must go through. Finally, he got the trooper to let him go down the hill to "take a look". The last thing the trooper said to him was "If you go, you go at your own risk."

My grandfather motored down that hill and onto the submerged Causeway. The rhythm of the waves allowed him to see the center line, which he straddled and advanced into the black abyss.

Despite his raincoat, hat and galoshes, the force of the rain flowing through the cab of the truck that

night had him soaked. However, being soaked was the least of his woes. Traveling as slowly as the truck was, water soon was flowing through the engine compartment. Halfway across the Causeway, the old Ford "drowned out".

The rain was blowing from left to right. The technology in that day allowed the hood on a Model T to be opened from either side, so my grandfather slid across the seat to the right side of the bread truck, where he lifted the hood on the right side so that the least amount of rain would be blown into the engine compartment.

His diagnosis was immediate and simple: the blinding rain had wet the distributor and grounded out the points. The solution was equally simple: Dry off the points. But alas, where does one find anything dry enough in an ocean of flying

water?

Once again, to my grandfather, the solution was simple. The only garment on his body that was dry enough to perform the task at hand could be found inside his boots – i.e., his socks. But how to keep them dry once he removed them?

Here again, the solution was simple to this pragmatic man. First, my grandfather put his left foot on the running board. Then he grabbed the windshield frame with both hands and lifted his right leg over the right front fender into the engine compartment.

The hood provided enough protection he was able to take off his boot and sock, dry off the points, replace the distributor cap and start the engine.

The pie wagon started, spit, sputtered and lurched, then found its rhythm, making it across the old suspended steel bridge then past Argiros and, finally, across the old Cochrane Bridge.

My grandfather said no one complained about the bread being late that morning.



Photo courtesy of the University of South Alabama Archives  
Erik Overby Collection

## Multi-club picnic big success and a fun day By Ed McCusker

Barbara and I arrived at the Blakeley State Park 15 minutes before the Delta Explorer departed for the Zambezi River tour. Oops! Did I say Zambezi? Well, I meant we departed from the Blakeley Dock at exactly 9:30 a.m. We were out on the Mobile-Tensaw Delta a good two hours. The tour took us down to the USS Alabama battleship with a full view of the ship and the Mobile city skyline. We also had a good look at the Africa Town-Cochran Bridge and with the sun hitting it at the right angle, the cables looked like giant sails. I have on the Delta many times but this was the first time for my wife who really enjoyed the trip.



The Delta Explorer is a large pontoon boat and can carry over 50 passengers. It has a Captain and a Mate and is powered by two brand new Yamaha 150 hp outboard

motors. They also have more than enough life preservers stored under the over-head canopy "just in case".

This is a great place to see ospreys and their nesting sites along with those things that look like the ops of sunken logs. Aren't they called alligators? One interesting thing pointed out to us was a fairly straight line of telegraph poles that were set in place way back in the 1840s or 50s when this area was first introduced to the telegraph. Several of the poles can still be seen. Did they have pressure treated wood back then?



After returning to the dock, we made our way to the picnic area and met up with Walt and Martha Fuller and John and Dolly Pendergrass plus members of the Gulf Coast Model A Club and the South Alabama Region AACA. Lots of good food was on hand, for instance barbeque pulled pork and beef, several different salads and desserts along with an assortment of drinks.

Representing DSR were the Fullers, the Houks, the Pendergrasses, Geary Polk and us, the McCuskers. If I missed any other DSR members, forgive me because we don't yet know everyone in the club.

After eating, the men gathered around two Model As, a 1938 Ford coupe and the Pendergrass Packard. Naturally, the topic of conversation was Model As.

A special "thank you" to the Fullers for including DSR in a very nice outing.

## DSR member needs our thoughts and prayers

Long-time DSR member, Carl Bailey is having some serious medical issues at this time. He is receiving treatment for cancer of the prostate and has recently been diagnosed with cancer of the colon. Let's all help Carl get through this trying time by offering our love and support.



**Southern  
Repro Graphics**  
*"Customer Service the Southern Way"*

**Bobby Peterson**

924 Butler Dr.  
Mobile, AL 36693



invent



(251) 665-7170 Office  
(251) 665-7172 Fax  
(877) 547-3776 Toll Free  
bpeterson@southernrepro.net

GULF COAST CORVETTES, INC.



2565 Highway 90  
Mobile, Alabama 36606

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

Vinyl Products Specialists



Y - Paint  
Inc.

Bill & Leah Musgrove  
10070 Airport Blvd, Mobile, AL 36608 PH. 639-9305

Siding ~ Soffits ~ Patio covers ~ Pool enclosures ~  
Sun & Screen rooms ~ Vinyl or Aluminum handrails ~  
Fencing ~ Hurricane Shutters and other specialty  
construction



## Patriotism wears many faces

By Zeno Chaudron

I met several DSR members at the Corporal Chris Mason Car Show back on May 2<sup>nd</sup>. It was a very moving day and I couldn't believe it when our 1969 Camaro took best of show.

My wife and I joined AACA/DSR the first part of May and are rather new to all of the goings on, so to speak. We entered our car in the Mother's Day Car Show and met more club members. But my first outing with DSR took place on June 6, 2009 with a trip to the USS Alabama, where I met some more members, participating in the Memorial Cruise In That brought to mind someone you all probably would have liked.

Mack Reed was a patriot from the word "go" and I would like to share some times in his life with the newsletter's readers. It was at Mobile International Dragway on a Saturday night of racing that our son, Trey, introduced his future wife to me. Had this not happened, I in all likely-hood would not have met Mr. Mack Harvie Reed and his wife, Virgie. "Mr. Mack", as I called him, was born in Evergreen, AL on August 7, 1935, and was the third oldest of seven children. He was a very interesting man to talk with. You really didn't have to say much of anything because he had plenty to say and subjects to talk about. He came to Mobile around the age of five. When he was 14, he quit school to help with the family farm; plowing fields, tending livestock and whatever else it took to make ends meet. At the age of 15, he began driving a truck, which carried an elephant named Nancy, across the country with a traveling circus. Turning 17 was a milestone in his life; he joined the Marines. He had to get his mother to sign for him due to his young age. After serving four years during the Korean War, he was honorably discharged with the rank of Sergeant. Returning to the states in September 1956, he got a job with the Yellow Cab Co. In January 1957, he married his childhood sweetheart, Virgie Phillips. (They were married 52 years at the time of his death.) Later, he got a job running a bull dozier during the building of the airstrips at Bates Field. By this time he and Virgie had two children and decided to move to DeKalb, MS. Here he worked on the building of the Natchez Trace Highway and other air fields around the area between DeKalb and Philadelphia, MS. Over the next few years, he worked in various service stations (full service, I might add). Then he landed a

job with Mobile County. After working during the day for the county, he attended and completed the GED Program at Murphy High School. After obtaining his GED, he enrolled in the diesel mechanics night class program at Southwest Technical School. Mr. Mack worked during the day and went to school at night while raising five children. He stayed with Mobile County for 10 years and then racked up 26 years with Merchant's Transfer after that.

His loved for his country he shared and taught to his children. He also taught them that freedom comes with a price and to have respect for those who were currently serving the in armed forces and those who had gone before them as well as the sacrifices they had made. He was proud to be an American and proud of his service to his country. He taught his children to vote and have their voices heard because there had been men and women who lost their life to give them that right.

He loved God and the Lord was first in his life. He taught his children the Ten Commandments by telling them God have given them 10 fingers and 10 toes to remember his Commandments.

Mr. Mack was a friend to everyone and never held a grudge. That didn't mean he wouldn't tell you what was on his mind if he thought you need some correctness. If you had had the opportunity to meet him, you would have said he was a genuine caring person to all. He loved his family, friends and one of his greatest joys was watching his grand-children play as they grew. His motto, "Once a Marine, always a Marine" and "Semper Fi", stayed with him to the end. I would say that Mr. Mack ran the race of life, kept the faith and finished the course. He had full military honors at his funeral so you can see it was truly a memorial for me in more ways than one. All of us know, or have run into, people who have left an impression on us that helps us grow at whatever age we may be and this gentleman was one of those.

I would like to express my appreciation to our daughter-in-law, Evelyn Chaudron, her mother, Mrs. Virgie Reed and the entire family for the information they helped me accumulate. Let's not forget our troops that are in harm's way during the times we are living in. That's what Mr. Mack would expect us to do. God bless America.

## Thanks for the love, time and NASCAR (and thank you, Mr. Henderson!)

By Stella Suttle

This article began over six months ago as a “Thank You” to Jim Henderson for providing my Dad with Talladega tickets but it has developed into something much more important.

I love NASCAR – the cars, the drivers, the pit crews, the radio and television announcers (most of them), the rumbling sound of the engines, the smells and the different tracks – short and super speedway. That love started almost 40 years ago. Some of the best memories I have revolve around my Dad and me sitting in our den on Sunday afternoons watching NASCAR (and any other kind of racing for that matter – Indy racing for sure).

I remember Dad fussing about that old scoundrel, Cale Yarborough, and how the other drivers better watch out if he were behind them because they wouldn’t be in front of him very long – they’d be in the wall. Ditto for Dirty Dale Earnhardt!! We would cheer on Donnie and Bobby Allison and the rest of the “Alabama Gang”, “The King”- Richard Petty, “Handsome Harry” Gant, “The Polish Prince - Alan Kulwicki, and “Mr.Ex-citement” - Jimmy Spencer. Dad would give me a smirk when I yelled for “Jaws” – Darrell Waltrip and A. J. Foyt! Dad would tell me about the different makes of cars (FORD being the best, of course), the difference in the engines, the difference between being “loose” and “tight”, putting wedge in and taking it out, and the tire wear. He explained the rules, what few there were. He would tell me what they were doing during the pit stops and the different team’s pit strategies. I still can’t understand the whole “losing a lap if you just pitted when the yellow comes out” deal!

Those were the good old days when stock cars were really stock cars and men were really men – when the drivers could actually work on their own engines instead of standing around while the real men fixed the problem. Before the days of big corporate sponsors, multi-car teams, in-car cameras and in-car cup holders. Before drivers switched teams annually, HANS Devices and restrictor plates. Before corporate suites, Yankee drivers and pretty boys who have to lift weights to be able to make it through a 500 mile race. Before racetracks in

Texas, Las Vegas and California – boy, do I miss Nashville, Rockingham and North Wilkesboro!

Although I have been able to go to the races in Talladega many time throughout the years, Dad and I have never gotten to attend a NASCAR race together and for that I am very sorry. Several years back, however, we did get to go to the Indianapolis 500. What a treat that was – and quite different from a NASCAR race – the sounds, the smells everything was different. It was so much fun to be able to share that time with my Dad – the one who got me interested in racing from the beginning.



Stella Suttle with her dad, Buddy Givens

I will never be able to thank my Dad enough for the time he spent and invested in me when I was young. That time means more to me than anything he could have ever bought me. He not only gave me the opportunity to learn about a cool sport, but he also gave me an opportunity to share his love of cars and racing with him. It’s because of Dad that I am a member of this great AACA/DSR club. Even though I don’t own an antique car (YET!) and I

don’t get to participate in club activities as much as I’d like to, I feel blessed to be in this club because it enables me to spend more time with Dad enjoying cars, and what a precious gift.

So, I would like to finally thank Jim Henderson for the race tickets to Talladega last year. Because Mom and Dad were not well at the time, Dad could not go to the race. My husband, Bill, took Dad’s place. We had a great time even though I missed Dad being there (maybe one day we can get tickets to one of those fancy corporate boxes so Dad won’t have to sit out in the heat!). Because of your gift, Mr. Henderson, I have been reminded of what an amazing gift God gave me; a father who cared enough about his children to spend quality time with them.

In this month when we celebrate Father’s Day, I would like to thank my Dad, Buddy Givens, for being a wonderful father and for giving me the gift of his time and his love of cars and racing.

**Happy Father’s Day, Daddy!**



## Back in time in 2009

By Patt Paquet

Suffering withdrawal pains from not having been to an AACA meet I could enjoy and participate in, I was pumped up and ready for the Southeastern Division National Special Spring Meet held June 11-13 in Lebanon, TN. We went to the Winter Meet in Lakeland, FL the last weekend of February. Leaving home with a sore throat on Thursday wasn't the smartest thing I have ever done because we had to leave Lakeland on Saturday morning and missed the Meet. But I did get to see a few friends on Friday.

This Special Meet was the first for the Middle Tennessee Region and they did an outstanding job. Everything was held in the same place, the James Ward Agricultural Center. Fiddler's Grove is a venue within the Ag Center and is where the Region's clubhouse is located. In "The Grove" is a grist mill that is working, a blacksmith shop, a Veteran's Building which served as the base of operations for the Meet, a church from which could be heard beautiful choir music and a collection of early farm equipment. I guess the local Sheriff didn't get the word because there was a moonshine still back in some trees. But after all, we were in Tennessee.

Buddy and I arrived on Thursday afternoon a couple of hours before the other DSR members, **Jim and Nancy Henderson, Ramsey Burroughs and Clyde Smith**, but we weren't in the "big rigs" as they were. We visited with friends we'd not seen in several years and then when the others arrived, we met up. It took a while for Jim and Clyde to maneuver his tractors and trailers parked. They had other plans for that evening but we took advantage of the Region's arranging for the "early birds" to see a very nice collection of classic and muscle cars, visit a hot rod shop and end up at an ice cream social in The Mill. This is a 200,000 square foot brick factory that was Lebanon Woolen

Mills. It is being rehabbed to house offices, retail, a museum, restaurants and, believe it or not, residential lofts. Oh, and an Ice Cream Shoppe.

Friday was a leisurely day for us. We did some sight seeing around Lebanon, spent some time hanging out at Meet HQ meeting folks from other parts of the country and renewing old friendships.

Jim, Nancy and Ramsey spent the day visiting some of Nancy's relatives who live in nearby Nashville while Clyde and Pete Delung who is a friend and also an employee of Jim's took the Nashville scene. That evening we were treated to a grilled hamburger dinner. But this was a very special grilled hamburger dinner in that all the grilling and serving was done by AACA directors. Later, there was music by the Chessmen, a local band that has been around the area for 45 years and was very good. Music of the 1950s and 60s had lots of members on the dance floor and for those of us who couldn't, tapping our toes.

Saturday was the show day!! Long Story short, Buddy judged and I was back working in Admin. Typically, an Awards Banquet is held on Saturday evening but the Region handled this Meet differently. The awards were presented at 3:00 p.m. which took about 1 1/2 hours. Then competitors could get their cars off the field and be ready for a BBQ or Catfish dinner. This has been done in the past, even for back-to-back Grand National and regular Meets. It seems to work very well and appears to be a coming trend.

We packed up after getting back to the motel that evening and were on our way home by 5:30 a.m. Sunday morning. It was good to be home with another great AACA memory in the

book. **Congratulations to Jim on getting his Preservation Award on the 1951 Ford Convertible and Repeat Preservation Awards on the '51 Ford Crestliner and Victoria as well as the 1960 Thunderbird.**



Jim picking out which trophy he wants



Jim receiving his award from AACA Executive Vice President Terry Bond

## Deep South Region AACA General Membership Meeting May 28, 2009

The meeting was called to order at 7:00 p.m. by President Steve Goren followed by the invocation by Chaplain Kevin Crowell. Steve then led the membership in the Pledge of Allegiance. He then thanked everyone for the collective effort on our Mother's Day car show. We had 10 more cars than last year.

**Old Business:** Vice President Walt Fuller mentioned that someone has been using the water faucet on the east side of the building and that he has fixed it so they couldn't use it anymore. Secretary Cathy Goren requested a motion to approve the April meeting minutes. A motion was made by Charlie Lyles, seconded by Lycyle Crowdus and approved by the membership. Treasurer Tracy Metclaf stated there are no official figures yet, but the amount made on this year's show maybe be somewhat less than last year. The Editor (absent) Member-at-Large nor Activities Coordinators had no old business.

**New Business:** The President had none. Vice President Walt Fuller mentioned that Terminix wants to treat the building for \$695 dollars. The membership requested the old contract be found and looked into before anything is done. The Secretary had no new business. Activities Coordinator Lycyle Crowdus announced the club had been invited to make a pilgrimage to Old Town at Buddy's (Givens) Corner on October 17<sup>th</sup>. A motion was made, seconded and approved by the membership to make this an official club function. It was also suggested we accept a request from the Allen Memorial Home to display cars of the 1950-60s 1:30-3:30 on Friday, June 5<sup>th</sup>. Motion was made, seconded and unanimously approved. Martha Fuller announced that the Gulf Coast Model A Club and the South Alabama Region AACA would be having a joint get-together on Saturday, June 13<sup>th</sup> at Blakeley Park. A two hour boat tour of the Delta would begin leave promptly at 9:30 a.m. for those wishing to go. The Fullers would be providing the lunch entrée, barbeque pork and beef, and members should bring a dish to share. A motion by Ross Sloan to make this an official DSR club function was seconded by Charlie Lyles and approved by the members present. A reminder that the cruise-in at the USS Alabama originally scheduled for May 23<sup>rd</sup> has been rescheduled to June 6<sup>th</sup>. This resulted in a motion by Charlie Lyles to make this an official club function with a second by Patt Paquet and unanimously approved.

The meeting was adjourned at 8:15 p.m. and members retired to the kitchen to enjoy the outstand refreshments provided by the Givens.

*Cathy Goren, Secretary*



**COAST DESIGN**  
**KITCHEN & BATH™**  
A Division of Mobile Lumber & Millwork

- Full overlay doors
- Undermount drawer glides
- Solid wood dovetail drawers
- 1/2" Plywood construction
- 5 piece drawer front
- Concealed hinges
- Available in 2 glazed finishes  
Mocha and Ginger
- Soft close drawer glide option

**Coast Design Kitchen & Bath**  
5229 Hwy 90 West  
Mobile, AL 36619  
[www.kitchensbycoastdesign.com](http://www.kitchensbycoastdesign.com)

**Ph 251-661-8000**  
**Fax 251-661-8004**  
**email:**  
[coastdesign@mobilelumber.com](mailto:coastdesign@mobilelumber.com)

**MOBILE (251) 661-8000**  
**GRAND BAY (251) 865-6185 • DAPHNE (251) 626-6993 • PENSACOLA (850) 494-2534**  
**GULFPORT (228) 897-1282 • MILLWORK PLANT (251) 937-7400 • TRUSS PLANT (251) 937-8842**