

**Your August 2009 issue of The Sparkplug follows this page
There are 12 pages in the newsletter including this calendar**

2009 Dates to Remember

- Aug. 27** August meeting 7 p.m. in the clubhouse
- Sept. 12** Somerby of West Mobile Retirement Community display 11a.m.-1p.m.
Need 12-15 cars—this is a fun event with lunch provided. Don't miss it.
- Sept. 18** (To be approved) Display 5-6 cars for Springhill Manor Nursing home
- Sept. 19** **Pascagoula, MS** Shipbuilding Members Association's 3rd Annual Car Show in Beach Park, Pascagoula MS. "RAIN OR SHINE." Awards presented at 2:30pm. Top 50 awards + special awards for Best of show car and truck. Dash plaques to the first 100. Info: Bv6_3@yahoo.com or 228-341-0614 or 228-935-5428.
- Oct. 4-11** **Crusin' the Coast** **Oct. 7-10 Hershey ('Nuff said!)**
- Oct. 17** **DSR day trip to Buddy & Anne Givens Old Towne in Vinegar Bend, AL**
- Oct. 24** **Baldwin County** "Fun in the Sun 2009" Car, Truck & Bike Show sponsored by Faith Fellowship Church (Intersection of Co. Rd. 83 South and Co. Rd. 48. Info: dlkelso@gulftel.com or (251)947-2833
- Oct. 31** **Display 20 cars for the last day of the Greater Gulf States Fair at the Fairgrounds Noon-4:00 p.m.**
- Nov. 11** (To be approved) **Annual Mobile Veteran's Day Parade**

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



DSR's first official, card-carrying AACA Junior Member By Patt Paquet

It is supposed to be a known fact that one never asks as lady her age. In this case, I will only say Mallory Henderson is not yet 12 years of age. Although she soon will be. But she is a very mature young lady and one who loves cars, both old and new.

Her interest began when she started going to car shows with "Pops", her paternal grandfather when she was six or seven years old. This is where the New Member Profile asks what car(s) the person has owned and which is or was their favorite. Mallory wrote that she doesn't exactly own one but that her Pop's 1953 MG has been in her name when entered in various car shows. She likes it because it is small (and so is she). A year or so back, her grandfather asked if she would like to join the AACA as a junior member she said yes. She is now in-
to her second year.

Our Editor got a e-mail back the end of May asking why her brother and her cousin were members of DSR and she wasn't. When questioned as to why she wanted to join, the answer was knowing that she could "officially" go to all the show and besides, being a member would be so much fun It was explained that she had never joined the local club which was remedied at the June meeting by accepting her as a full-fledged card-carrying member. Seems only fair considering she has worked at the last three Mother's Day Car Shows.

Mallory is a native Mobilian, having lived in Grand Bay on a farm before moving into the city. She is looking forward to school starting and will be in the sixth grade at St. Paul's this year Her favorite subjects are American History and English. She is on the school volleyball team and participates in

gymnastics. She comes close to be an expert on roller blades but doesn't have time for that except in the summer. When questioned about what her favorite type of clothing is. She said that she wears uniforms to school but when she gets home she wants a tee shirt and shorts or jeans, depending on the season. However, when she wants to be a girly-girl, she likes pretty dresses or nice black pants and a fancy white shirt.

When asked about her family, she said she has a huge family (a blended one) with lots of cousins that she has fun with. She loves being at Pop's farm; especially since that's where she gets to drive the golf cars around which she's been doing since she was about eight or nine years old. Back when the annual "Farm Party" took place, she ferried a lot of the supplies from the barn to the party site with a golf cart That is not all she's done.

Malloy has worked the Registration Table at the Mother's Day Car Show as well as helping tally scores for the past three years, and also helped hand out trophies. She's good help with whatever she is asked to do.

She has a dog at her Mom's home and is currently taking care of Millie, her brother's dog. Her dream vacation would be a trip to Costa Rica. If you turned on her I-Pod, you would find 90% country music, a fair amount of which would be by Taylor Swift and Keith Urban. I expect to find songs from Jessie James' new album "Wanted" on there soon. She gets this honestly; her Pops is a dyed-in-the-wool country music fan.

Welcome to DSR, Mallory. We will try very hard to live up to your expectations. However, if we don't, feel free to let us know.



**Mallory with her favorite car
(Think she's waiting for the thing?)**



From the driver's seat

Since I have been involved with the hobby of car collecting and restoration, I have come to marvel at the craftsmanship of the antique automobile. It is more than just a mode of transportation – it is a mechanical work of art. The cars of yesterday have a look that captures our attention and reminds us of times in history where cars were unique and not just stamped out. Every time I go to a cruise-in, I see the look on the faces of people, both young and old, as they walk along, enjoying these magnificent cars and trucks. They seem to have a sense of wonder; or perhaps they are just reminiscing about a great time in their life.

The car clubs in Mobile, and around the world, have provided those moments for people who come to these events. And we do it out of our love for the hobby and the vehicles. Thanks to all of you who have taken the time to restore history rather than letting it rust away.

Speaking of history, the AACA will be celebrating its 75th Anniversary next year between June 30th and July 3rd in Louisville, KY. This is a once-in-a-lifetime opportunity to participate in something no member should miss. Please read Page 8 in this issue to see what will be going on.

During the months of September and October, there are numerous DSR activities going on that need help from all of us. If for some reason you are unable to make the August 27th meeting, please make sure you look at the Calendar then get in touch with Lycyle Crowdus to let her know which of these, if not all, you can participate in.

Last, a Nominating Committee is needed to fill the 2010 Officers. If you are willing to serve on the committee or as an officer, please let me know.

Steve Goren, President

Quote of the month: Money can't buy happiness – but somehow it's more comfortable to cry in a Corvette than in a Yugo



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.



My Grand Adventure

By Sally Barnett

Last month we left Sally after she had traveled from New York City to Aurora, OH. The 1909 Maxwell had endured multiple problems but everyone seemed to be taking the breakdowns in stride and were forging ahead.

Today, June 15th, I was in the motor home as we all headed toward South Bend, IN. Tim had decided the car was running well and we were to drop down to Auburn IN to see the ACD Museum. Then Rich called. The Maxwell was knocking again so we went to meet them. The car was put in the trailer and in that we had an obligation in South Bend, Auburn was not to be on our itinerary. Along the way, my son, Sam, called. He and the family were at the ACD Museum but they would catch up to us in South Bend.

After driving all around SB, we finally found the Super 8 Motel. It was around two o'clock; no lunch and nothing nearby. Thank heavens for vending machines. I grabbed the first washing machine and not long after, Margaret called to see if I wanted to go eat with her, Christie and Kaisa. By then it was almost 3 p.m. I thought I had to be at the Convention Center for a 7:00 pm presentation, but just as we got to the restaurant, Rich called and wanted the camera team to take me there immediately. I ran in the restaurant, asked for the quickest thing on the menu, ended up with a hot dog to go and headed back to the motel. I gathered my 1909 gear and jumped in the car. It was raining when we got there – no umbrella. Kept the 1909 clothes dry and changed when we got inside. Sam and his family arrived; we had a short visit before the reception at 5 p.m. There was a cocktail buffet but this being my first “gig”, I was too nervous to eat so I munched on a few veggies. Emily and Christie got there and the show was on. The crowd seemed to like Alice’s story; Sam said I did it well so I was happy. Rich, Tim and Barb loaded up the Maxwell and towed it to Cecil, OH to be there when the shop opened on Tuesday.

The next morning there was no word on repairs but soon Rich called and told us to head on to Rochelle, IL; they would meet us there that evening. We managed to load everything and took off.

Arriving by four o'clock, we had a little time to rest before a 6:30 p.m. reception. When we arrived at the location, there were several antique cars waiting for us. It was a wine and cheese event but we still needed dinner. The restaurant was very kind in offering our meals at half-price and the staff handling the reception gave us take-out boxes for all of the fruit left over, a great treat for the next morning.

On Wednesday morning we started out for a lunch gathering in Clinton, IA. We were joined by a couple in their original 1910 American Austin. The fellow’s grandfather was the first owner and it has been in the family ever since. A magnificent car. More Lincoln Highway driving. We crossed the bridge over the Mississippi and I was glad it was not planks as it was in Alice’s day. A number of antique vehicles were waiting for us at the restaurant. Members of the Cedar Rapids Region of AACA, who ate with us, had driven there the night before. Everyone got lined up



Sally with Paul in his Model T

for the trip to Cedar Rapids and I was lucky to ride with a very nice man, Paul, in his 1910 Ford Model T. He was a very experience driver and his car had every accessory horn and whistle. He delighted in using all of them. At one point he said a pin had dropped out of the distributor and he would have to fix it. We pulled off the road, he lifted the hood, pattered for a moment, declared the job done and we were on our way.

The gathering in Cedar Rapids was in the Family Center of a local cemetery. We had just parked the car when everyone went inside to line up for dinner, about 5:15. Rich told me I would tell my Alice Ramsey story after dinner so I got in line, snagged a BBQ sand and some salad which I gulped down then went out to the “T” to get my duster and hat. The crowd seemed to like the story. (Cont’d on Page 4)

Sally's Adventure

I was happy I had finally gotten the timing right so they could laugh at the funny parts.

It was going to be an early departure the next day so I was glad to get to the motel, do some laundry and crash.

The next morning's departure scheduled for 7 a.m. got underway at 7:45. The Knights – Tom, Christopher and Brandon – joined us in their 1919 Hudson. I opted to ride in the motor home and rest for the day as it was 260 miles. I enjoyed chatting with Tim and Barb and spent part of the day typing. Just before the bridge between Council Bluffs and Omaha, we got a distress call from Rich. We crossed over three lanes of traffic and stopped just ahead of Emily – she had run out of gas with less than two miles to go. Tim gassed up the Maxwell and we all drove into Omaha, found our night's lodging place, the Magnolia Hotel – very historic and very nice.

We all dined together down in the Market area. The place was a sea of purple and gold as LSU fans gathered to celebrate LSU's win, advancing them to the College World Series finals.

Driving into the city the day before, we spotted a number of animal statues. This morning, Barb and I decided to find out about them as part of our walk to the Durham Museum where the Maxwell would be displayed from 10 am to 12 noon. I discovered the statues were part of something called the "Spirit of Nebraska" and covered several city blocks. We continued through the area to the Durham and got caught up in Omaha's gay rights parade. It was quite festive. We just kept walking and smiling.

The museum was located in the Union Pacific Terminal. I talked myself hoarse in the couple of hours I was there telling the crowd about Alice and her journey.

I got up early Sunday morning and walked the one-half mile +/- to Trinity Cathedral for the 8:30 service. It is a beautiful old church. Attendance was small but several people came up and met me. The couple behind me were also visiting. Since I did not have to be at the Durham, I spent the afternoon at the Museum of Art then enjoyed a barbeque that evening put on by local car buffs.

Monday morning, June 22nd, we started for Grand Island, NE. I was in the motor home as we had a couple of passengers in the Maxwell. They were two ladies celebrating birthdays. We stopped in Oceola where we were treated to pie and drinks plus we got

to meet Tim Simonsma's Johansson relatives. Emily had missed the turn to Oceola, took the next one which included a steep hill and had to back up as her gas was low.

Upon arrival in Grand Island, a crowd plus antique cars, the news media and Chamber of Commerce representatives met us. I handed out postcards at talked about Alice.

I was still in the motor home as we continued on to Ogalla, NE. At a stop in Cozad at the 100th Meridian Museum, we were feted with hamburgers and cookies. The bank thermometer read 115^o. Just out of Ogalla, the Maxwell started knocking so it was back in the trailer again. Very down day. In Ogalla, we had a team meeting to air our concerns and hopes. We all wanted to finish the run and agreed that the next day we would try to find a babbit shop/garage for repairs once more. We even considered replacing the engine on the Maxwell.

Tim, Barb, Rich and I left early the next morning heading for the destination of a rumored babbit guy. After asking his whereabouts all over the small town, it was determined he had left the area. We drove on to Kimball to continue the search. There we spotted an antique car in a garage and stopped to ask for suggestions. We were sent to a welding shop and a body shop. Everyone said we need to see Joel. Evidently, he was the hometown hero who holds a number of patents in machining precision equipment. He opened his garage and Tim and Rich worked steadily from 10:30 am on to repair the rod. Fortunately, the babbit held and needed only a little shaping. The others arrived in town and went to the park for a locally sponsored picnic. The park was empty. Seems the Chamber of Commerce had it scheduled for the next day. We ended up going to the Dairy Queen where they donated sack lunches.

We were parked along side St. Helen's Episcopal Church all day. We were still there when the priest arrived around 3 p.m. for a 4 p.m. service. He opened the parish hall and gave us much appreciated access to the restroom. Just before 4:30, the Maxwell was running but the Rambler was down. It was put in the trailer and we prayed the Max would keep running and started for Cheyenne. The Spyker had gone ahead and met up with cars from Cheyenne, Wyoming and Colorado there to meet us in Pine Bluff. A little late getting to Cheyenne but we enjoyed a grand reception with cars and people at the old train depot which is now a restaurant. **(See Page 5)**

Sally's Adventure concluded

found our night's lodging, the Magnolia Hotel, very historic and very nice. We all dined together down in the Market area. The place was a sea of purple and gold as LSU fans gathered to celebrate LSU's win, advancing them to the College World Series finals.

The car was still running well when we left Cheyenne. I was back in the Spyker now with Stijnue and his cousin, Claus. Claus wanted to take pictures all day so I sat in the co-pilot seat in front. Whoa! I was just hanging out there; no windshield, no doors, low back on the seat. I was terrified but determined I could do it. Since I have always been a wimp about speed



Sally and the "Spyker Gang"

and have avoided roller coasters and even Ferris wheels my entire life, this was a new physical challenge. Ron took me on a roller coaster at Six Flags the first year we were married and I fainted at the end. He never insisted on that again. But there I was and determined not to wimp out. By the time the first hour was over, I was pretty comfortable except on curves. I learned to turn my head when any vehicle passed us to avoid being peppered with sand and gravel. The drive was breathtakingly beautiful and breath taking. We saw antelope grazing, cowboys herding cattle and amazing vistas.

Lunchtime coincided with the WYCOLO Lodge. My chili was about the best I ever ate. Then into Colorado and up over Rabbit Ear Pass (a very descriptive name; you go up, then down; then up and down again; just like a rabbit's ears). Steamboat Springs is a pretty, albeit touristy, city. We arrived before the others so drove into down-town to see the sights and have a beer. As always, the Spyker drew a great deal of attention. Friends Con Fletcher and Eva Morrison joined us in the 1915 Pierce Arrow 66. Con said I should have ridden with them from Cheyenne – guess I lost an opportunity there. They joined us over thirty-somethings for dinner and we had a great time.

From the Editor...

It's hard to believe how fast this year has gone by and that there will be only four more issues of the newsletter after this one. I have mentioned more than once that I do not plan to continue producing it next year and have acquired my replacement. It's someone most all of you know and enjoy reading his stories – Ed McCusker. Ed has a way of telling things that makes what he is saying come to life in a way you can visualize the entire scenario. He will serve you well but will need help from everyone same as I have and all those before me.



Being Editor can be a lot of fun. Just last month I was contacted by a fellow from Australia via our website who was interested in a Pontiac "Bonnie" as he called it for sale on E-Bay but wanted someone to look it over and give him their best opinion. Thanks to our AACA HQ staff, I was able to get in touch with a couple who lived not far from where the vehicle was. "Arlene" went to look at it, took pictures and e-mailed them to him. She was more than glad to do it since she and her husband are planning a visit "down under" later this year.

Unfortunately, although "RJL" was the high bidder on E-Bay, he did not meet the reserve so he is still searching for just the right "Bonnie" He says he will let me know when he finds it. This is just one of the perks of this job.

Before or at least when we began 2010, it might be time to consider more members getting their newsletter via E-mail. We are just barely covering expenses – through their dues – of mailing to those who get a hard copy. And this only because we have some loyal advertisers. But remember, nothing is certain and times do change.

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Used tires: reuse, recycle, retread

By Deborah Mitchell

The Challenge: Approximately 290 million automobile/truck used tires are discarded by Americans every year.

Since 1989, when only 10 % of scrap tires were recycled or reused, the United States significantly increased its tire reclamation efforts to slightly more than 80 %. However, the 55 million tires (19%) not reclaimed are being thrown into landfills or, even worse, disposed of illegally on roadsides and properties around the country.

Perhaps you've driven by a "tire graveyard", where hundreds or even thousands of tires create not only an eye-sore but public health and safety hazards as well. Discarded tires are convenient breeding grounds for mosquitoes and rodents, which carry a host of diseases, including West Nile virus, Encephalitis, Dengue Fever and Hanta virus. Tire piles attract children, who can injure themselves playing among them. Scrap tires in landfills can also damage the landfill linings that have been installed to help keep surface and groundwater free from landfill contaminants.

Another problem with discarded used tires is the risk of fire: tire pile fires can smolder for weeks and months, releasing extremely toxic pollutants into the air, creating serious respirator and other health problems for people in the vicinity and many miles away. Runoff water from such fires is also laden with toxins, which can contaminate water supplies. In 1999, a tire fire in Westley, CA, ignited by lightning, burned for 30 days. The fire produced large amounts of pyrolytic oil that not only contaminated a nearby stream but also ignited and caused additional pollution problems. In 1983, a seven-million tire fire in Rhinehart, VA burned for nine months and polluted water supplies with arsenic and lead.



The good news is that 80.4% of scrap tires in the US are being reclaimed in various ways. In 2003, the reclamation statistics look like this:

- 130 million tires were used as fuel
- 56 million tires were recycled or used in civil engineering projects.
- 27.5 million tires were recycled into other products or projects (i.e. rubber lumber, stall mats for horses, roof pads, sports mats, shower tiles, truck bed mats and commercial flooring)
- 12 million tires were ground up and used in rubber-modified asphalt for roads and athletic tracks
- 9 million tires were sent to other countries where they are used to make retreads (although the US cannot guarantee they are used in this manner)

In addition to the 290 million scrap tires, 16.5 million used tires are given new temporary life as retreads. Eventually these tires will be disposed of as well.

Why not make new tires from the old? Because of safety issues, new tires must be manufactured primarily from virgin rubber, with recycled rubber making up only 5-15% of the finished product. That leaves much scrap rubber for other uses, as noted above.

How to make a difference: There are two main ways you can help keep used tires out of the landfills – delay the need to replace your tires and make sure your old tires are recycled properly when you do buy new ones.

Assuming you who are reading this are experienced drivers, you know about proper inflation, monthly inspection of your tires, rotation and driving responsibly.

Recycling responsibly means knowing your state's laws concerning tire recycling, having your tires replaced by a reputable facility, supporting the tire recycling programs by purchasing products made from recycled tires such as rubber lumber products (benches, picnic tables, landscape mulch, borders for flowerbeds and more). Also reporting illegal dumping of tires. This can be done through the state's solid waste management office or Department of Environmental Quality or the US Environmental Protection Agency (EPA). With everyone's help the day will come when we can hope for tires to be replaced by a more environmentally friendly product.

From Bug to Bugatti

By John Pendergrass

Prologue

In 1961 we were living in New Jersey and my employer had moved headquarters from New York City to northern New Jersey. A second car was strongly desired and circumstances made a four door Fiat available. It served the desired purposes very well. Automobile mechanics were somewhat familiar with a Fiat and could keep it running. I was offered an opportunity in Minnesota that I could not refuse, so family and Fiat moved to White Bear Lake, Minnesota. Unfortunately, Fiat was not a common car in that state nor was it designed for cold weather driving. After a couple of cold winters, the Fiat gave up and was parked in the garage. Eventually a red VW bug was purchased and the Fiat sold.

The red VW bug came home

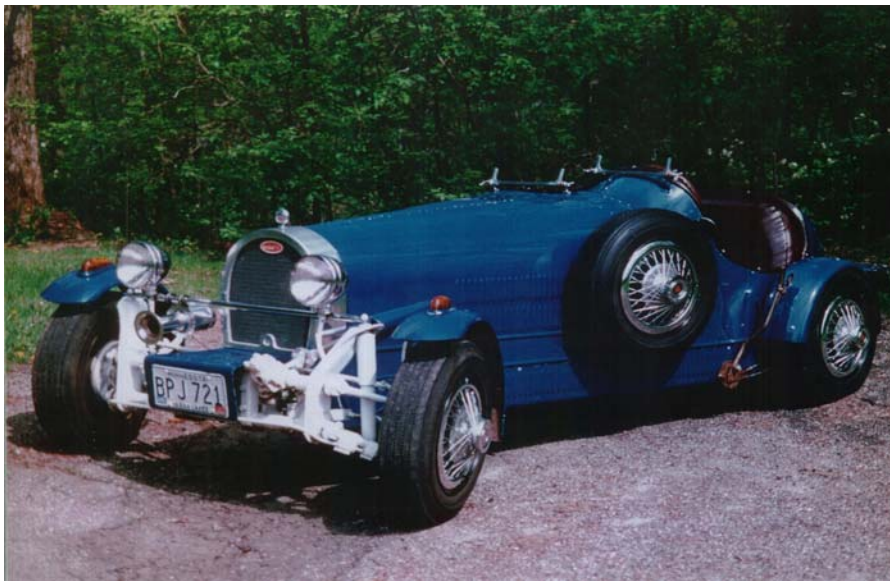
A wise man never buys his wife a car without her expressed approval. A red VW was not high on the list of vehicles that Dolly wanted. In fact, I was led to believe that there was absolutely no-thing further from her mind than a red VW. However, the deed was done and she (or I) was stuck with this car. Very quickly the VW bug worked its charm and became a favorite means of transportation for several years. Eventually ice and snow and salt won the battle and the bug came down with the Minnesota disease, RUST.

By this time the garage contained an MG, the bug and a Ford station wagon. A friend showed me an article extolling the virtues of a replicar kit for a 1927 Bugatti boat tail racer that fit on a VW

bug chassis. Smitten, I order the kit to be delivered to our house. A mistake, unless you plan to be home at the time of delivery, along with some sturdy friends to unload the crate, the estimated weight – 300 pounds. I had done neither. When I got home the crate was in the driveway. This was not an auspicious start to the conversion of the VW to a Bugatti replica. Neither was the sight of the bug body sitting on the front lawn.

Nevertheless, work began on the project. Christopher, who lived across the street and was about three years old, developed an immediate interest in the project. When the garage door was open and I was fiddling around inside, he came over to help. He was very helpful and in approximately four years, he and I completed the transition from Bug to Bugatti. It was time for a test drive. I told Christopher to go ask his mother if he could go on this

most important trip. In mere seconds he had gone home, gotten permission and was back in the garage. Off we went and as we turned the first corner and started up a small hill, he turned to me with a big grin on his face and asked, "How long did it take us to build this car?" That said it all.



Epilogue

After several years of fun in Minnesota, the Bugatti went with us to Virginia where we had a one car garage, three MGs, a Model A sedan, the Bugatti and a Chrysler sedan. Something had to go. The Bugatti was given to a high school automotive class. Last seen, it was proudly parked at a service station.

Be part of AACA's 75th Anniversary Celebration

HEADQUARTERS/HOST HOTEL INFORMATION

Crowne Plaza Hotel-Expo Center
830 Phillips Lane Louisville, KY 40209-1387
Phone (502)367-2251 FAX (502)366-2247

Rate: \$119.00 plus tax per night (Ask for AACA rate)

Reservation Deadline: April 19, 2010 *

* All reservations received after this cutoff date are accepted based on availability at the prevailing rate.

- Complimentary ground level guest parking.
- 24-hour Complimentary airport transportation.
- 24-hour security
- Check in 3:00 pm Check out 12:00 noon



RV and camper facilities are available on the Kentucky Exposition Center grounds. There are 150 "wet" sites available in lot (L) and numerous sites for self contained vehicles in several other lots. A "wet" site

includes electricity, a place to fill your water tank, a dump station and a shower house. The cost of a "wet" site is \$50 per night and the self-contained sites is \$30 per night.

Reservations are required for the "wet" sites and can be made up to a year in advance. One night will be charge to your credit card at the time of reservation. Reservations may be made by calling the Kentucky Exposition Center Admissions Department at (502) 367-5884. If you are towing a car trailer, you will have to park your trailer either in an adjacent lot next to the RV lots or in the AACA designated trailer parking lot (Ashton Adair)*. There is no charge for trailer parking. No RV's will be permitted to stay in the designated AACA trailer lot (Ashton Adair)*.

*The Ashton Adair lot is available from June 30 to July 4th and is just across the street from the host hotel.

All overnight camping is by reservation only – Reservations can be made by calling KEC (502)367-5384 and can be charged to either MasterCard or Visa.

NO RV OR TRAILER PARKING AT THE HOST HOTEL

EVENT INFORMATION

Car Show:

If you want to enter your vehicle in the car show portion of the event on Saturday, in the Expo Center, you will have to register it similarly to what you would do for any other AACA Meet. Registration will be for all vehicles entered in the show whether judged, HPOF or driver participation. In addition to the AACA awards, any vehicle entered will receive a special "Show Diamond" medallion, which can be attached to the 75th Anniversary Commemorative license plate.



The car awards will be presented following the judging and there will be a free Closing Celebration Reception after the awards.

Tours:

If you decide you want to tour, there will be tours available, you select which tours and when you want to do them. There will be a Tour book, which will contain all of the tours and directions. There will be a charge for the Tour book to cover expenses; each Tour book purchased will include a special "Tour Diamond" medallion, which can be attached to the 75th Anniversary Commemorative License Plate.

The tours will include the following:

- Bluegrass Tour- Lexington, KY featuring the Kentucky Horse Park
- Historic Bardstown, KY
- French Lick, Indiana- West Baden Springs Hotel/ Casino
- Elizabethtown, KY- Patton Museum- Swope Car Museum
- Churchill Downs – Short in town tour with visit to museum and race track

The tours will be self-guided and you decide where and when you want to stop for shops, attractions, visits and meals along the way.

Our 75th Anniversary Banquet will be Friday evening in the Expo Center. The program after the banquet will be "Bandits, Guns and Automobiles" presented by Jeff Mahl.

They say we are in a recession

By Charlie Maher, Editor Slidell (LA) Antique Car Club Newsletter

The topic of conversation with many people always seem to be the same. At some point during the conversation, we start talking about how much money was lost in the stock market, 401-K and retirement accounts, home values plummeting, banks, mortgage and savings institutions failing and the problems with the Big Three auto makers. The list goes on and on. In the middle of all this, there is one question that needs to be answered to the hobbyist and owners of antique automobiles. That is, "What effect is the recession going to have on the antique automobile hobby and what can one do until there is a positive turn around?"

The value of old cars has not even remotely seen the same decrease in value as newer cars. It appears the price of antique cars is still very much controlled by demand and the condition of the vehicle, not by any other financial indicators. Check the prices of antique cars for sale in the magazines of national clubs such as the Antique Automobile Club of America, the Early Ford V8, the Mustang Club of America, Classic Thunderbird Club of America and other magazines such as Hemmings Motor News, Old Car Trader and more. In none of these magazines will one see any Federal Stimulus Awards, overstocked discounts, going out of business sales, lost franchise sales, free trip to Florida with the purchase of a car or any other types of promotional discounts being offered. Thus, it readily becomes abundantly clear that your antique car is holding its value and, if anything, is increasing its value.

Whatever you do, don't quit membership in a car club to which you belong. Stay active and busy with your car club and keep the "old girl" clean and shining – taking it to meetings, outings, cruise nights, mini-tours and weekend tours. To walk away from the hobby now would be the worst thing you could do. In addition to the loss of being with your friends, this is a hobby that you understand and love. You will never find another group of friends like the old car family – which is constantly growing. Just look around you at the new faces that have come on board in the past several months and years.

During these rough financial times, there are some things you can do. Most will only cost you mainly time but will surely help to enhance your club, the hobby and most of all, the friendships you've developed of the years.

- Call a club member who hasn't been to a meeting or outing in a while and invite them to attend the next club meeting or function. You'd be surprised at the response you could get in making that call and you are revitalizing that friendship. Just watch as other members generously welcome them back into the fold.
- Clean out that awful mess in your garage! You've been putting it off long enough. This project will certainly take your mind off everything else that's going on around you and you'll be surprised at the things you find that you thought were long-lost. But remember when you are done cleaning out that garage, throwing away the "junk" is part of the process. If you think it may have value, you can always put it on E-Bay.
- Call a friend who has a project car underway and offer your help. You might be surprised how much your friend will appreciate your offer and how your friendship will become even stronger.
- Really clean and polish that beautiful antique car of yours. Do the things you've been putting off like detailing the grille or cleaning the inside of the fender wells because it is very time consuming. You will feel good when you have finished and your "baby" will look great plus be ready for the next outing.
- Take your car to a cruise night. You will be amazed at the new friends you'll make plus you'll have that feeling of pride as you discuss your car with other fellow enthusiasts. It is a high probability that some of the younger generation have never seen a car like yours and will be loaded with questions, like "Is that AM radio all that you have?"
- Write an article for your car club's newsletter. Once you start writing, you'll find out how easy it is to put on paper those things you tell people about what you did with or to your cars in years past. Each of us has a tale to tell such as "When I was a teenager, you ought to hear what I did to my folks' car!!"
- Help plan a "Show & Tell Night" for one of your monthly club meetings. This is where each member brings a piece of their automotive memorabilia collection to the meeting to show other members and tells a little story about it's history. This will be an interesting meeting and you will be really surprised what some members bring and the enthusiasm it generates.

(Cont'd on Page 10)

In recession concluded

- Volunteer to become an officer with your club. Once you do, you'll be impressed with what you have to offer your club and the hobby. Even volunteering to head up the Telephone Committee is welcomed.
- Attend a tour/outing hosted by another club, whether it be local, regional, divisional or national. You will be amazed at the lasting friendships you will make and the great times you will have. After all, the families attending these events have the same love and interest in the old car hobby as you. Most important, the club members hosting these outings are doing so that you can have some fun, a memorable time and most important, being with you, their friend.
- Volunteer to be the chairperson of a tour, an outing or even a mini-tour that your club could plan or sponsor. Even a one day driving tour allows you to lead your fellow club members on a fun-filled day with their cars. Also it will take everyone's mind off everyday matters. You will be surprised at the help and support you will get from other members who want to enjoy this same thing.

I am not in any way remotely qualified whatsoever to offer any solutions to the current financial and economic challenges facing us and the nation. Instead, what I do offer is what I consider some simple suggestions (and I am sure there are a lot more) that may help us insure that during these rough times, our great antique automobile hobby stays ahead of the curve. And if anything, in some way keeps us pulled together – growing and becoming stronger – until better times return.

Editor's Note: Charlie sent a separate permission to all editors with whom he exchanges newsletters to use if desired.



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You think you're being careful, but...

By Tom Cox, AACA VP Public Relations

Below you will find the story about a good friend of the car hobby, William Thomas Ryan, of Seymour CT. Bill, as he was known, traveled a great distance with his one-of-a-kind Buick Riviera built by George Barris to support Star City Motor Madness, a weekend cruise-in and car show supporting the Virginia Museum of Transportation. When asked to participate in a reunion of Mr. Barris' cars at the show, he volunteered to come at his own expense and refused compensation. Many enjoyed seeing the car and meeting Bill. Only a short time after returning home, he did something lots of us have done over the years with our cars. Unfortunately, the results were disastrous. What happened is sobering and might save a life and much heartache.

On July 14, 2009, Bill and his grandson plus a neighbor were attempting to start an old car. They had taken all of the usual precautions before they began – keeping the car away from the garage and house, putting the gas container away from the car and having fire extinguishers handy.

To help start the old car, Bill poured a small amount of gas from a cup into the carburetor. As he did this, a flashback occurred resulting in Bill being seriously burned. The fire extinguishers were used to put out the flames and 911 called immediately. The ambulance arrived and transported Bill the Bridgeport, CT hospital.

He was coherent, able to see and speaking when he arrived at the hospital about 6 p.m. It was close to 9 p.m. when the family learned he had second and third degree burns over 20-25% of his body. A breathing tube had been put in because it was unknown if he had sustained lung damage due to inhalation. He was put in a drug-induced coma and moved to the Burn Unit.

Over the next couple of weeks this avid car enthusiast see-sawed between improving and relapsing. As time passed, he began having multiple organ failure before passing away on August.

There is a lesson to be learned here; one that can serve well any and every one who works on vehicles.





2565 Highway 90
Mobile, Alabama 36606

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

Deep South Region AACA General Membership Meeting July 23, 2009

The meeting began at 7:10 p.m. with the Pledge of Allegiance following a very nice chicken dinner following the invocation given by DSR's former Chaplain, Don Dillehay.

Old Business: Excepting the Secretary who needed a motion to approve the June minutes, there was no old business. That motion was made by Nancy Thoms, seconded by Kevin Crowell and approved by the membership.

New Business: President Steve Goren told us about a raffle of a 2000 Prowler that HQ is conducting. The money will be equally divided between the AACA Museum, the Library & Research Center as well as AACA headquarters. He has tickets (\$20 each) and the drawing will be held on Oct. 10th

The VP, Editor and Member-at-Large had no new business.

Secretary Cathy Goren advised the membership she had been contacted about a car show to be held at Turner Field in Atlanta on Sunday, Aug. 23rd. A motion was made by John Pendergrass to make it an official club function for anyone desiring to participate. A second was made by Frieda Dylewski and unanimously approved.

This opened a discussion regarding possible participation by DSR in the Mobile Bay Bears Old Timer's Game. The President, Jim Henderson and Herb Thoms will be looking into the club displaying cars for this.

Treasurer Tracy Metclaf passed out copies of the current financial statement. It was noted that the annual termite bond had been paid plus the club's copier had been repaired. Checks had been sent to two members who are teachers as well as the daughter of members, all of whom are teachers to help them with expenses this year in light of the extreme cuts the school system has imposed.

Activities Coordinator Lycle Crowdus reminded members of the Somerby Senior Living Center vehicle display on Sept. 12 from 11 a.m. – 1:00 p.m. which was approved at the July meeting as well as the display for the Greater Gulf States Fair on Oct. 31st noon – 4 p.m.

The 50/50 drawing was held prior to the meeting being adjourned at 7:45 p.m.

Respectfully submitted

Cathy Goren



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