



The Sparkplug



Deep South Region AACA Newsletter

Vol. 51 No. 4 April 2018



2018 AACA Winter National Meet

The 2018 AACA Winter National Meet, hosted by the Deep South Region, was a grand celebration of Southern style. Mobile took the opportunity show off it's rich 300 year history and define why it's described as a City Born to Celebrate.

Puerto Rico was originally scheduled to host the 2018 meet. However, after Hurricane Maria ravaged the island, the Region was forced to cancel. AACA approached the Deep South Region (DSR) to host the event in Mobile. The DSR decided, despite the fact there was less than 6 months to plan the event, to put together a full meet on

March 22, 23 and 24.

Participants with and without trailers (or car) as well as some judges began to arrive as early as Monday the 19th. On Thursday the festivities started with a luncheon in the Wardroom of the USS Alabama. Shepherd's pie and cheese cake were served. After lunch some guests toured the USS Alabama Battleship and USS Drum submarine. Many of us posed for a snapshot in the same spot that Nicholas Cage stood when filming the movie USS Indianapolis: Men of Courage.

To display our true Southern fashion, the DSR

Preserving the Past - Investing in the Future



hosted over 200 guests at an Ice Cream Social at the Henderson Collection on Thursday evening. It will be long remembered. Seventy eight antique vehicles ranging from a 1911 Model T Speedster to a collection of eleven 1951 Fords are housed in the collection. The 1951 ambulance and the 1949 bookmobile were quite popular. Most of the guests arrived expecting a little bit of ice cream. To their surprise they found hot dogs, shrimp gumbo, chicken salad sandwiches followed by more tables with banana pudding, peach cobbler and banana splits. Many people cancelled their dinner plans and stayed at the collection catching up with old friends and making new ones.

Ice Cream Social at the Henderson Collection proved to be an extraordinary event. Dew Drop Inn hotdogs, Azalea shrimp gumbo, Chicken sandwiches, Peach cobbler, banana pudding, banana splits and much more were to offer.

Friday morning started off with the first of three Trolley History Tours. Pick up and drop off took place at the host hotel. The tour lasted an hour and a half. Riders were regaled with the history of Mobile which is the birthplace of Mardi Gras. They learned why Mobile is called the City of Five Flags and were enlightened with information about the many wars fought in the area including the Civil War. Those on the tour also enjoyed Oliver, the tour





Front row: Barrett, Bobby Sue Koch, Martha Fuller, Jimmy O'Brian, Barbara O'Brian, Jim Henderson and Nancy Henderson.
 Second Row: Walt Fuller, David Ladnier, Charlotte Dahlenburg, David Rooney, Belinda Rooney, Donna Wood, Rheba Chaudron, Mallory Henderson and Janice Sellers
 Third Row: Darrin Dahlenburg, Bryon Waltman, Bobby Peterson, Zeno Chaudron, Scott Henderson, Travis Henderson and Caroline.



President Chuck Crane and his wife June enjoy the Friday Night Southern Fried Chicken Social at the Battle House Hotel Crystal Ballroom

guide's dog.

In the afternoon, attendees were given the first chance to view the Silent Auction items. The Round Table Discussions followed and they were packed. Topic discussions included membership growth, youth opportunities, associate membership and hosting meets and tours. The Judging School followed immediately after the Round Tables.

Friday evening's Southern Fried Chicken Dinner was held at the historic Battle House Crystal Ballroom. The Battle House Hotel was recently restored and shows off the rich Mardi Gras history of Mobile. The Grand Ballroom displays deep Southern style with ornate Mardi Gras murals and rich velvet curtains. Each table was filled with parade throws. The Merry Widows, all of whom claim to have been married to Joe Cain (who reinvigorated Mardi Gras after the Civil War) showed up before dinner and covered guests with beads and garters.

The showground was in Cooper Riverside Park which is on the Mobile River beside the Mobile Convention Center in downtown Mobile. Early Saturday morning over

100 cars entered the show field and began to line the waterfront. President Chuck Crane greeted each owner with a dash plaque and a big welcome to the meet. Participants made their way to their individual spots and commenced the final polish of their vehicles.

Mobile had the perfect weather for this meet with temperatures in the 70s and a cool breeze off the water. It was a pleasant day. Midmorning brought out the judges to begin the task of judging all the beautiful cars.

The Mayor of Mobile, Sandy Stimpson, came to the meet as he was asked to select his favorite vehicle.





Above: A view of the show from the water
 Right: Mayor Sandy Stimpson takes a photo of the car he wants to take home
 Right Bottom: Chairperson Charlotte Dahlenburg and Mayor Stimpson talk about the beautiful cars at the show



After spending an hour and a half looking at cars and talking with owners Mayor Stimpson made his selection. He placed the Mayor's trophy with the car. He also took time to take a photo of the car and send it to his wife, informing her he was buying a new family car.

Early afternoon a group of youngsters in blue shirts and red hats took on the challenge of learning how to judge vehicles. After a brief lesson they went out and talked to the owners and judged the cars and motorcycles in five areas. After 45 minutes the kids came back with their judging sheets. They then presented ribbons to their favorites.

At 3 pm, the Mobile Police Department rounded the show field and told all car owners to line up. With high fashion, the police blocked off traffic and escorted the parade of cars to trailer parking.

The awards banquet with all the awards lined up began



with many thanks to the Deep South Region for taking on this event. The silent auction ended before dinner and everybody grabbed up their prizes before eating fantastic food.

When it came time to give out the trophies everybody was on pins and needles to see how they had fared. As the names were called and people went to get their award, you could see their smiles.

We at the Deep South Region are very proud to have hosted this event. - Charlotte



Dain King taught judges school to many



Many guests visited the hospitality room hosted by Walt and Martha Fuller



First viewing of the silent auction



Chuck Craine welcomes each vehicle as they enter the show field



Vicki Bolton and Charlotte Dahlenburg man the registration booth



Owners briefing is a great way to learn what is happening at the meet



Some of the finest vehicles in the U.S.



View of the cars on the waterfront



Jim Henderson's 1951 Crestliner



1960 T-Bird owned by Jim Henderson



David Rooney's 1959 Chevrolet Corvette Roadster



A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America





Jim Henderson's 1936 Ford Cabriolet



1942 Harley-Davidson Motorcycle owned by Caroline Kline



Mayor Sandy Stimpson with his choice for the Mayor's Trophy



Bobby Peterson's 1967 Chevrolet Chevelle SS Coupe



Jim Henderson's 1976 Ford Country Squire Wagon



Zeno Chaudron's 1969 Chevrolet Camaro Z-28 Coupe



High performance cars graced the waterfront



Jim Henderson's 1940 Ford Sedan Delivery





Paul Dagenais' 1956 DeSoto Fireflite Convertible



Herb Thoms 1968 Mercury Cougar



Lou Lartigue's 1931 Dodge Business Coupe



David Couling's 1963 Mercury Meteor S-33 Coupe



David Ladnier's 1964 Ford Galixie 500 Convertible



Arthur and Vicki Bolton's 1957 MGA Roadster



Brian Daly's 1962 MGA 1600 MKII Convertible



Show field on the waterfront





Walt Fullers 1929 Model A Roadster



Jim Henderson's 1951 Ford Custom Convertible



Jimmy O'Brian's 1957 T-Bird Coupe with continental package



Walt Fuller poses with the Azalea Trail Maids



Ed Grimes White 1957 Thunderbird Convertible





Above: Tom Cox Emcees the Awards Banquet. Below Left: Charlotte Dahlenburg accepts the 2018 Winter Meet Trophy. Below Right: Steve Moskowitz passes out trophies. Bottom: View of the Awards Banquet





The Antique Automobile Club of America held the 2018 Winter National Meet in Mobile on Saturday March 24. Our local region of the AACA, the Deep South Region hosted the event. This show was to be held in Puerto Rico, however due to the devastating hurricane it was not to be. The AACA reached out to several regional clubs to host the event. DSR was able to take on the challenge and within a couple months pull off what normally takes up to three years to organize. The weather was perfect for a car show. The location at Riverside Cooper Park in downtown Mobile and overlooking the Mobile River was a beautiful setting to show off some of the best quality cars from around the country.

Team Alabama was fortunate enough to have displayed our favorite car, our 64-1/2 Mustang convertible Great

Race Car. Though we were not registered to be judged in the AACA event we were judged by the youth judges, local kids invited to judge and pick their favorite cars. The Youth Judging is designed get young folks interested and involved in the hobby. Much to my surprise I was called by the show chairperson to hurry over to the car with no questions asked I dutifully trotted over to the car thinking she would send me for some show related duty. When I arrived I was met by the chairperson, Charlotte Dahlenburg, and several future car collectors.

I was surprised when one of the young judges advised me the mustang was awarded 2nd place in the Youth Judging Program provided by Hagerty's. I think it must have been all the "cool" stickers on the car. I was quite surprised and happy to accept the ribbon.

The Mustang was not the only Great Race car on display Saturday. Mr. Carl Schneider's 1953 Packard was just next door. Carl ran the 2013 rally that ended in Bienville Square just a couple blocks from the show. Meeting Carl in 2013 has been a very rewarding experience. Not only is he a true gentleman he also drove the 53 Packard literally all the way around the world in the 1997 Peking to Paris Race, a redo of the 1907 event. Hopefully one day Mallory and I will be able to follow in Carl's journey and make that journey ourselves. More to follow on that.

Anyway a great day was had by all. Thanks to all the folks that travelled hundreds of miles to join the show. A special hats off to Charlotte Dahlenburg and all the hard working folks from DSR and other local car clubs for their help in making Mobile shine to all the wonderful folks that came to show their pride and joy. - Scott Henderson



This is a first for me in a number of ways: first national meet to enter our 1964 Ford Galaxie 500; first to help put on a national meet; first to sell booklet ads; first to work auction items; first to sell a mayor's trophy at national event; first to sell national and local merchandise.

I really enjoyed the making it work with all its parts. I have made new friends that I plan to see again. The Merry Widows, the Azalea Trail Maids, the Krispy Kreme doughnuts, parking the cars on the show field as well as showing off our fine city to everyone who came from all over the nation was very fulfilling to me. Thanks for the opportunity for doing this. - David Ladnier





What a wonderful day it was as we began our trek to the AACA Winter Meet. Starting on the far western limit of Cottage Hill Avenue, we headed east to University and then on to Government. The Cougar was purring and all was going well until we reached the vicinity of the cannon.

Just past there, we were told we had to turn right.

We did so and then began an odyssey that took us to another detour and parts of Mobile that we had never seen before. When what to my wondering eyes should appear but a little sign with an arrow and the words "Car Show." More signs followed and we soon were at the show field. Our heartfelt thanks to whoever was responsible for those signs.

Once at the show field we found our assigned place and could not believe our luck that it was totally in the shade. (It remained so for the entire day.) Then came the judging. I was very impressed with how professional the judges were and the effort they put forth, especially the poor judge who had to crawl around on the ground checking tires and undercarriage.

Throughout the day we heard many compliments from members of other clubs about what a great venue this was and what had been accomplished on such short notice. I made sure they knew who was responsible for bringing everything together. Nancy and I wish to thank Charlotte and her team for all the hard work it took to make this happen. - Herb Thoms



A five year old boy named Barrett participated in the Hagerty Youth Judging event at the 2018 Winter National Meet.

Barrett and other youth were given a red cap, blue shirt, name tag, judging note pad, and a writing pen. All youth were given verbal instructions about judging.

In groups the youth set out to judge the vehicles. Barrett judged three Ford Mustangs of his choice. After walking the entire show field Barrett turned in his judging note pad and waited for the sponsor to

tally up the totals.

Barrett and the other Youth Judges presented awards to the top 3 youth picked antique automobiles. Each owner enjoyed the questions from the youth and the youth enjoyed the attention the owners gave them.

This experience has Barrett excited about judging cars at car shows. - Bobby Sue Koch



First place went to the 1930 Chevy AD owned by Bridget Hagood,

Second to the 64 1/2 Ford Mustang Great Race car owned by Scott Henderson and



Third went to the 1957 Chevrolet Corvette owned by Steve Eason.



Well some had me thinking I and my car were “dead men walking”, but as you can see in my Facebook post, I got a first place. “25B” was a slot we were assigned with a ‘94 Caddy Allante and my 62 MG, but it seems my car was classed an open roadster, ‘62 to ‘68 or something like that.

The reason I thought I would be DOA was (1) no 1962 tags, and (2) no bias ply whitewall tires. I brought along my British Motor Industry Heritage Trust certificate, and my Clausinger photo restoration guide to the MGA, and convinced the judges that radial ply tires could be had in 1961. The car was hand built in April that year. The panel knew they were showing up on Caddies and Lincolns during the mid to late 60s, but recalled the radial tires by Michelin, and later Pirelli, were on European cars just after World War II, possibly fitted on American Cars over there. Anyway they gave me the Vatican blessing and I got



a 20 pound trophy and the car got a 2 ounce badge.

I got the notice in the mail and it knocked me plumb out of my shoes. - Brian Daly



The 2018 AACA Winter National Meet was quite an experience for me. I had attended several national events over the last few years and enjoyed everyone of them. The different parts of the country and the cultures that were obvious to enjoy and learn about. That leads me to our own meet here in town. I had so many people expressing their thoughts about the venue from the Ice Cream Social to the Hospitality Room to the Awards Banquet. The setting could not have been any better than downtown Mobile. There were several that told me that they had never experienced a meet on the river and a Train running on the hour and a Cruise Ship in Port. Of course it took a lot of people to put all this together and we did just that. Thank You Club members and Sponsors and the City of Mobile for your hard work and dedication to make all this possible. I would love to start recognizing certain people that had a great influence on this project but I always get in trouble doing this but you know who you are. I believe we as a club AACA/DSR showed why this club is still going after 50 years and for that I thank each club member. Are You Ready for another one? - Zeno Chaudron

88 in second: 116 in top

Unbounded vision and steadfast devotion to an ideal have given us to-day a car which otherwise would have made its appearance, maybe, in ten years' time. Such is the Duesenberg. The Duesenberg combines the greatest principles ever introduced into passenger car design. The manufacturers have aimed at the highest of all standards, and their engineering knowledge, experience and resources have enabled them to transform an ideal design into a reality. Special features include a Straight Eight, developing 265 h.p. with two overhead camshafts operating four valves per cylinder. Hydraulic brakes. Automatic chassis lubrication every 80 miles. **DUPLEX PETROL FEED SYSTEM.**

STAND 125 Olympia

Duesenberg

MALCOLM CAMPBELL (LONDON) 1927 LTD
BYRON HOUSE,
ST. JAMES'S STREET, LONDON, S.W.1.

Ad reprinted from oldcaradvertising.com



Update on the DeSoto, Post Winter Meet

So how did we do at the AACA Winter Meet? We ended up with a disappointing Second Junior award. Why you may ask? Two primary reasons. 1. Radial Tires. I had forgotten a long time ago that AACA does not like radial tires on cars that came from the factory with bias ply tires. That was a deduction of 10 points, 2 per tire. 2. We finally got the car back from the body shop at 3.30 Friday afternoon before the show, Saturday morning. While it



initially looked fairly good, once we started to clean, we realized the job would be hit or miss depending upon the judges. The bright work on the front is out alignment and there were all sorts of comments about "excessive dirt." The body shop was supposed to put the car on a rack and clean the underside but it didn't happen. The engine bay was cited as excessively dirty but I'd challenge that. Anyway, we ended up with a score of around 361 and a junior requires a score of 365.



So, what have we done? Observe the new wall hangings on the garage wall. Here you see five (count'em) 760-15 bias ply tires with 3 inch white walls. The folks at Coker pushed that they were no to be stored side by side as the back wall permanently stains the white wall. I also had a set of stainless steel wheel covers that I sent to Graves Plating. They called a few days later to say that only 2 of the 4 were usable. So I scrounged around on the Internet and found a second set that were wrong (for a '55) and a third set that were in horrible shape and thus unusable. Finally, the light went on and I called my buddy in Seattle who had two usable covers in his "junk pile". So I'm waiting for the four to come back so I can get the body shop to repaint the black centers and gold lettering. In my heart of hearts I know that while these tires and rims are correct,



they won't have the pizzazz that the radials on the wire wheels have. (the wire wheels are correct, by the way).

And if you are wondering why we should pursue this? Other than the aesthetics of owning a very beautiful green and white car, my buddy in Seattle sent this shot he got from the last Barrett Jackson Auto Auction. This Pink and Brown (this is a color scheme?) 1956 DeSoto Firelite convertible went for \$225,000. Paul Dagenais



What have you been up to?



Fish, Eggs and Cars

Baumhauer Road Baptist Church Fish Fry, Easter Egg hunt and Car show held on March 31 was a fun event. Plenty of warm weather and plenty of DSR members. Zeno and Rheba Chaudron brought their family, Trey, Blaze and Kelly along with Violet. David Ladnier, Darrin and Charlotte Dahlenburg and Barrett, Jimmy and Barbara O'Brien and Leslie Sellers all were present.

The fish for the fish fry was excellent and so were all the sweets for sale. Charlie Lyles did an excellent job frying fish.

Zeno won the Peoples Choice trophy. - Charlotte



Above Left: Barrett ready for an Easter Egg Hunt. Above Right: David Ladnier counts tickets for his car to Zeno Chadron



USS ALABAMA
Battleship Memorial Park
Mobile, AL
May 4-6, 2018



Find the Car

Image courtesy of Dover Publications coloring book titled SPARK: Things That Go! Find It! Color It!, ISBN number 0486813835



Camellia Classic 2018

The morning started with rain. David Ladnier joined us at our house as we headed to the show. Because the Bel Air does not have windshield wipers we had to make many stops.

We finally arrived at Bellingrath Gardens and made our way to the show field. We travelled down a back pathway to the Great Lawn. Just before entering the Great Lawn we had to travel over about 40 feet of dirt road that had turned to about 8 inches of mud. We headed into the mud and hoped for the best. We made it through and so did David. Then they shut down that entrance.

We all got busy cleaning our cars. What a mess, mud everywhere. The cars were all clean when it came time to judge the cars.

Ed Grimes was selling 50/50 tickets. I spent a while helping him by separating the tickets and putting them in the drum. As I tore the tickets apart I watched door prize after door prize get picked up by happy car owners.

The day was very pleasant after the rain stopped. Many DSR members attended and won trophies. It was a good day and fun to hang out with both old and new friends.

- Charlotte



David Ladnier and Darrin Dahlenburg display their cars



Zeno's ride



Ed Grimes El Camino



Darrin Dahlenburg takes 3rd place with his 1955 Chevy Bel Air two door wagon in the 55-65 Chevrolet class



Zeno Chaudron takes 2nd place with his 1969 Chevrolet Camaro Z-28 Coupe in the 67-92 Camaro class



Patricia and David Couling take 1st with 2000 Land Rover Discovery 2



Zeno Chaudron takes Camellia Trophy Award



KFC Cruise In



Ed Grimes shows off his El Camino at the KFC Cruise-In



Darrin Dahlenburg shows off his 1955 Chevy Bel Air

Ernie Rogers Paints His Car



I got the 1964 Valiant painted and it sure looks a lot better Tim over at Affordable Auto Collision did a really nice job.



OUR LADY OF LOURDES

Annual Lawn Party

April 29th 2018

Celebrate



NOON until 4 PM

April 29

Car Display

from 10:30-3:30 pm.

Our Lady of Lourdes
Catholic Church Lawn Party
1621 Boykin Blvd, Mobile.

Cars displayed get a free lunch.

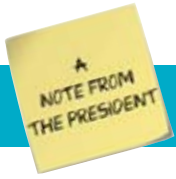
Let David know if
you can drive
your car or truck.



The Sparkplug

A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America





April 2018

April 2018 is half over and we haven't slowed down from our Winter Meet last month. Wow what a great time that was. That was my second National Meet, and I didn't hear anything but praises from our visitors and members. Just can't say enough about all the help we received from our members.

Some of the events that I can think of coming later this month are our meeting on April 26 followed by our Breakfast at Golden Corral starting at 8:30 am on Saturday April 28. Then Our Lady of Lourdes Annual Lawn Party April 29 noon till 4pm. Everyone that brings antique cars eats free.

Next month some of our members are planning a trip to the AACA Central Spring Meet – National Headquarters – Auburn, IN. being held May 11 – 12. Also the 51st Annual Louisiana tour – Hammond, LA May 11 – 13.

Please read your newsletter for other events planed and pass it on to perspective members, and bring a guest that might be interested in joining us this month. We have several people interested in joining that I hope to see at this month's meeting.

Have a super deluxe month,

Best,

Bobby P

Letter from the Editor

10 years ago Darrin and I went to a car show in North Alabama. At that show we were introduced to AACA. Nel Owens of the North Alabama Region made sure she spoke to each new face at the show. We felt welcomed.

When circumstances brought us to Mobile the first thing that we did was to attend a Deep South Region meeting. Herb Thoms sat near the door and greeted us. He made us feel welcome.

Feeling welcome is an important part of life. AACA and many other club are facing the issue of low membership. As a member of the National Membership Growth Committee we are faced with what to do to grow membership world wide.

Growth happens one person at a time. We all need to welcome newcomers with open arms. I believe the Deep South Region can do this very well. We all need to take an active roll in sharing our love of old cars and our love of friendship.

Always take the time to say hello when you notice someone new and make them feel welcome.

Charlotte



DSR Officers for 2018

President: Bobby Peterson	251-342-8960
Vice President: Walt Fuller	251-602-1931
Secretary: Joyce Ladnier	251-689-2998
Treasurer: Paul Dagenais	251-610-4533
Editor: Charlotte Dahlenburg	256-783-2261
Activities: David Ladnier	251-375-4844
Member-at-Large: Charlie Lyles	251-422-1010

Appointees and/or Volunteers

Program Chairperson: Zeno Chaudron	251-423-0946
Webmaster: Charlotte Dahlenburg	256-783-2261

The Sparkplug is published by the Deep South Region (DSR) chapter of the Antique Automobiles of America organization. The Sparkplug is non-profit and published for the information of club members and friends. DSR meetings are held every fourth Thursday of each month at 7:00 p.m. at the clubhouse located at 951 Forest Hill Drive in Mobile, Alabama. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$20.00; AACA National dues are \$40.00. Ownership of an antique 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 the source is disclosed and credit given to the author. Some material maybe be copyrighted and permission to use is granted to this publication only. Contributions to the Sparkplug are welcome and encouraged. The Editor reserves the right to edit submissions.

Check out the Deep South Region Website at:

Deepsouth.aaca.com

Also, members should visit our Facebook page.





National Activities Review

*Don Barlup, Vice President,
National Activities*

At the start of 2017, the 2018 National Activities Calendar had a number of vacancies. It was a daunting position to be in! Panic was an option! Failure was not!

I am happy to report that out of a possibility of 9 National meets and 5 National tours 7 meets and all the tours were filled.

This National Activities report is a testament to those Regions and Chairpersons who will make 2018 a successful year.

We are especially indebted to the Deep South Region from Alabama and Chairperson Charlotte Dahlenburg, for agreeing to host the Winter Meet in March, after the Puerto Rico Region had to cancel due to the devastating hurricane on the island. Charlotte and her team rose to the challenge with approximately 6 months to prepare for the Winter Meet. It was a tall order in a short time. Thank you!

Accolades also are due to Paula Ruby and the Chesapeake Region for hosting the Eastern Division National Spring Meet, Bob Giles and Tom Roberts for hosting the Eastern Division Tour and Steve Heald and the GVACS and Wayne Drumlin's Regions for hosting the Reliability Tour, all with a year or less to plan and execute their events.

The National Activities Committee is working on filling the calendar for 2019 and onward. We still have opportunities for Regions and Chapters to host tours and meets in 2019.

Our National Meets and Tours are one of AACA's greatest strengths. Everyone should make an effort to attend them. You and I make these meets and tours possible. Let's be proud of our past accomplishments and excited about our future activities. Let's fill our calendar now!

Rummage Box articles courtesy of AACA Rummage Box

AUBURN AUCTION PARK | AUBURN, INDIANA | MAY 11-12, 2018

RM Auctions

Central Spring Meet Chairman:
Steve Moskowitz, aaca1@aaca.org
717-534-1910

Central Spring Meet Chief Judge:
Norman Hutton, Normhuttonracing@gmail.com

Central Spring Meet Registration Chair:
Pat Buckley, pbuckley@aaca.org

AACA teams up with The Nash Car Club of America & RM Auctions for this year's Central Spring Meet

PRE-1975 **16TH ANNUAL**

Pre-registration: \$20 before 5/5/18

DAY OF SHOW REGISTRATION
8:00am-NOON
\$25

DOUG GARDNER'S 2018 CRUISING ON THE RIVER
Madisonville, LA

CAR, TRUCK & BIKE SHOW

MADISONVILLE CHAMBER OF COMMERCE

Dash Plaques First 100 Registered

VENDORS WELCOME!

SATURDAY, MAY 19, 2018
[RAIN DATE: SATURDAY, MAY 26, 2018]

PERSONAL INFORMATION

Name: _____ Spouse: _____ Club: _____
Address: _____ City/State/Zip: _____
Phone: _____ Cell: _____ eMail: _____

VEHICLE INFORMATION

Vehicle Make: _____ Vehicle Model: _____ Vehicle Year: _____
Original: _____ Modified: _____ Distance Traveled: _____

If you have any questions, contact: Joe at (504) 382-1731 or Lyle at (985) 502-8152
Make checks payable to: Madisonville Chamber of Commerce | PO BOX 746 Madisonville LA | 70447

LIABILITY RELEASE: In consideration of the acceptance of the right to participate in, the undersigned, do hereby release and discharge the governing body, employees, agents, volunteers, and anyone else connected with the presentation of this special event and from any and all known and unknown damages, injuries, losses, judgements or claims from any whatsoever that may be suffered by me or my property.

Signed: _____ Date: _____



With RFS reform bills, Congressmen intend to preserve market for ethanol- free fuel

Reprinted from *Hemmings Motor News*. Written by Daniel Strohl

While ethanol advocates claim that a pair of recently introduced bills aimed at reforming the Renewable Fuel Standard will dismantle the program responsible for countrywide distribution of ethanol-blended fuels, backers of the bills argue they simply intend to fix a policy that has become “a well-intended flop.”

Dubbed the GREENER Fuels Act (Growing Renewable Energy through Existing and New Environmentally Responsible Fuels Act), the pair of bills – S.2519, introduced by New Mexico Senator Tom Udall, and H.R.5212, introduced by Vermont Representative Peter Welch – aim to cap the total amount of ethanol that can be blended into gasoline at 9.7 percent and to phase out corn as a source of ethanol for blending into fuel and replace it with cellulosic waste materials.

According to a statement from Udall’s office, doing so would curb farm expansion that has resulted directly from the RFS, a program that he said has already “delivered as intended for the conventional ethanol industry, which is now mature and well-established.”

Welch – who has personally experienced the drawbacks of ethanol-blended fuels when a chainsaw of his died – similarly said that the RFS has so far failed to live up to its promise of delivering advanced biofuels, something he said his bill would do.

Specifically, the bill would begin to reduce the amount of corn-based ethanol blended into fuel (currently at its limit of 15 billion gallons) in 2023 and entirely eliminate corn-based ethanol from fuel by 2030. It would reduce that amount both by total volume obligations as well as by capping the percentage of ethanol blended into the nation’s fuel supply, “ensuring we remain below the blend wall while preserving a small market for E0 gasoline,” according to a fact sheet Udall and Welch issued to support the bills.

The bills would also put a halt to further distribution of E15 or approval of mid-level blended fuels until the completion of a study of the impacts of fuels greater than E10 on the environment and emissions.

As reported in the 2018 RFS Final Volume Requirements that the Environmental Protection Agency published late last year, the 15 billion gallon limit on conventional – that is, corn-based – ethanol biofuels has already been met, but the 288 million gallons of cellulosic ethanol falls well below the 7 billion gallon target set in the Renewable Fuel Act a decade ago. The total amount of ethanol blended into the nation’s fuel supply sits at about 10.67 percent.

While the EPA does not differentiate how many gallons of E0, E10, E15, and E85 should be produced – only the total amount of ethanol and its sources – it estimated that the market for ethanol-free fuel dropped from 500 million gallons in 2015 to 500 million gallons in 2016, and anticipated that demand would



only top out at 200 million gallons in 2017.

According to Ethanol Producer Magazine, the bills would “dismantle” the RFS. It quoted the National Corn Growers Association as saying the bills would “kill our most successful American renewable energy program.” Bob Dinneen, the president of the Renewable Fuels Association, has said the bills would “throw the program into reverse.”

On the other hand, the pair of bills have the support of the Sierra Club and the National Wildlife Federation as well as backing from former California Representative Henry Waxman, who chaired the House Energy and Commerce Committee.

At least three bills in the current session of the House of Representatives aim to curtail the amount of ethanol in gasoline. One, H.R.1314, would repeal the RFS outright while the other two, H.R.119 and H.R.1315, would effectively cap the amount of ethanol in the fuel supply at 10 percent. Welch signed on a cosponsor of the latter bill. All three remain in committee.

S.2519 has been referred to the Senate Committee on Environment and Public Works while H.R.5212 has been referred to the House Committee on Energy and Commerce, the House Committee on Natural Resources, and the House Committee on Science, Space, and Technology.



Market Place

Ads in The Market Place section are free to members and will run for three months unless otherwise noted. Ads can consist of anything related to:

For Sale – Want to Buy – Looking For

Your ad(s) can run for an additional three months by contacting Charlotte Dahlenburg.

Please submit new listings for The Market Place by the 12th of the month to: DSR36608@gmail.com



1972 Ford F100 for sale. New 390 Long Block, New Edel Brock 4 BBI carb. New Radiator. Contact: Lisa Whetstone at 214-952-8694



1957 Ford Fairlane. Two-door hardtop. Cobra 460-C6. Comes with ZENO-built 312 and 3-speed OD. \$20,000. Contact Buddy Givens at 251-454-8947



1980 Model A Shay. One of only 50 with automatic transmission. Only 4500 miles. \$19,000. Contact Buddy Givens at 251-454-8947



1963 Ford Galaxie 500 Convertible 390 CID. Contact Jim and Michele Gray at 251-406-1841



1964 Ford F100 Demonstrator. Custom cab, long wheelbase. Mercury 312 engine. Overdrive transmission. \$4,000. Contact Buddy Givens at 251-454-8947

Not Actual Car



1937 Packard owned by John Pendergrass is ready to sell to best offer! The family would like it to stay in Mobile. Can be viewed, test drove around block anytime by appointment. 661-7098 Pierre



1959 Thunderbird Project. New interior in boxes. \$4,000. Contact Buddy Givens at 251-454-8947



2003 Mercury Marauder. All black. Low miles. \$15,000. Contact Buddy Givens at 251-454-8947



Did you forget to Renew your Annual Membership

Dues are \$40.00 for the regional and \$20.00 for our local: Total of \$60.00 per year.

Make the check out to DSR and mail it to:
Paul Dagenais, Treasurer.
58 S. Julia Street, Mobile, AL 36604





Refreshments

April 26 -
 May 24 -
 June 28
 July 26 - Soup and Sandwich Dinner
 August 23
 September 27 - Italian Dinner
 October 25
 November 15 - Thanksgiving Dinner
 December - Christmas Party - TBD

Up Coming Events

Our next meeting is Thursday, April 26 at 7 pm at the club house. See you there!

Birthdays & Anniversary

Jim Graham	May 16
David Rooney	May 20
Foy Bobo	May 29

Thoughts Go Out

Also Keep good thoughts for Buddy & Patt Paquet, Foy & Judy Bobo, Buddy & Anne Givens, Bob White, Lycle Crowdus, David & Belinda Rooney and D.R. Jordan.



Guess what this is? What does this go to? Email your answer to dsr36608@gmail.com.

Answer for last month: A 24hp. 6 cylinder Light Four-Seater from 1921

DSR Activities 2018

April

26 - 7:00 DSR Meeting at the Clubhouse
 28 - 8:30 am Breakfast at Golden Corral in Tillman's Corner
 29 Our Lady of Lourdes Lawn Party Car Display

May

19 Day Tour
 24- 7:00 DSR Meeting at the Clubhouse
 26 - 8:30 am Breakfast at Golden Corral in Tillman's Corner

June

Overnight Trip
 26 - 7:00 DSR Meeting at the Clubhouse
 23 - 8:30 am Breakfast at Golden Corral in Tillman's Corner

July

28 - 8:30 am Breakfast at Golden Corral in Tillman's Corner and Garage Crawl

August

25 Day trip to Derailed Dinner and Train Museum in Foley



AACA LIBRARY & RESEARCH CENTER

"America's Automotive Library"



AACA Library - Building a Bookmobile
By Matthew Hocker, AACA Library Staff

The AACA Library's 1955 Chevrolet bookmobile is ready for the AACA Charlotte Spring Meet! To celebrate the bookmobile's first year on the road, I was challenged to build a LEGO version of our new set of wheels. I enjoy building custom LEGO models in my spare time, so how could I say no? The LEGO bookmobile rolled off the assembly line in less than a day and consists of an estimated 300 pieces. From start to finish, it was an exciting journey to see it finally realized in plastic form.

Like any model builder, scale is important when recreating a vehicle in LEGO. For the bookmobile, I decided to use what is popularly known as minifigure scale. Minifigure scale vehicles are built to seat LEGO's little people and can be anywhere from four to eight studs wide. (Studs are the little raised "bumps" found on most LEGO bricks). I decided to go with a width of six studs - not too big and not too small.

One difficult aspect of building an antique vehicle in minifigure scale is capturing its likeness. There is a fine balance between form and function. For example, the completed LEGO model sports working doors to reveal shelving and a monitor, but this came at the expense of including a rear interior. With the front end, I had to abandon working front doors in order to capture the



2018eastspringmeet.aaca.com
Registration Deadline: June 1, 2018

Meet Chair: Paula Ruby
410-239-3492
paulaspackard@hotmail.com

Registration Chair: Norm Heathcote
410-227-2040
vvomllc@hotmail.com

Hosted by the Chesapeake Region AACA

2018 AACA "ROAD TRIP" NATIONAL EASTERN DIVISIONAL TOUR

June 25-29, 2018

This Pennsylvania Road Trip includes visits to Lock Haven, Coudersport, Sinnemohoning and St Marys.
Limited to 25 cars built between 1940-1955

Your tour hosts will be Sheri & Tom Roberts and Patti & Bob Giles.

For more information, contact Bob Giles at divco100b@icloud.com or 814-266-2780.

Sponsored by AACA to benefit the AACA Building Fund



rounded shape of the cab. Lastly, the bookmobile can only seat one person because LEGO minifigures are not proportioned like people.

Consulting reference material is important when building any model, and no expense was spared. I looked over the bookmobile in person and took several photographs. I even studied sales literature from our 1955 Chevrolet truck file!

With the research out of the way, it was time to start building. I started out with and spent a lot of time refining the front end of the bookmobile. If you ever read *The Art of LEGO Design* by Jordan Schwartz, the author advises builders to start with the front end because this is typically the part of the vehicle that is most recognizable. In effect, it's like distinguishing people by their face.

The front end of the real bookmobile has a lot of curves, and this made the build a little tricky. Fortunately, LEGO has a diverse range of parts in various shapes and sizes. I used a combination of stacking elements and a technique known as SNOT. SNOT is the acronym for "studs not on top" and is used to describe the placement of elements sideways or at unusual angles.

With a straight face, I can tell you there was a lot of SNOT in the finished model! This technique was also used in creating the faux rear door, rear bumper, door handles and hubcaps. I even used SNOT for mounting the book shelves and monitors!

Right now, the key difference between the AACA Library's bookmobile and the LEGO bookmobile is the color. LEGO does make tan bricks, and these would be a closer representation of the "cream medium" color of the AACA Library's bookmobile. Unfortunately, tan LEGO bricks are harder to come by and can be a little pricey. Because of this, I chose to build the bookmobile in yellow.

The end result is what you see here: a brick-built bookmobile ready to serve the tiny residents of LEGOLAND!

Speedster monthly e-newsletter articles courtesy of AACA



Southern Repro Graphics

Customer Service the Southern Way

Call us for Pick-Up and Deliveries • 251.665.7170
924 Butler Drive, Mobile AL 36693

More Than a Print Shop



Digital Printing & Blue Prints

- Large Format Printing - up to 60"
- Digital Printing
- CAD Plotting
- Color and B&W Signage
- Hi-Res Digital Scanning
- Digital Downloads
- Digital File Storage



Bindery & Booklet

- Small Format Printing
- Custom Tabs
- Document Binding & Finishing
- Booklets
- File Conversion
- File Naming
- Three Hole Punch
- Small Document Scanning



Office & Supplies

- CD Duplication
- Your Copier Solution, Dealer for Canon, HP, Xerox, KIP and more
- Paper Supplies
- Forms, Stationary, Flyers, Business Cards, etc.
- Toner & Ink



Sales & Service

- Dealer for Canon, HP, Xerox, KIP and more
- Digital Downloads
- Digital File Storage, Cloud & Local
- Software Support & Training
- UPS, FedEx Domestic and International Shipping

Service & Supplies • customerservice@southernrepro.net • Printing & Quotes • production@southernrepro.net



A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America



REWIND

WHAT DEEP SOUTH REGION WAS
DOING 20 YEARS AGO
from the April 1998 Sparkplug

Gold Cup Antique Car Race

With drivers and navigators at the ready to make the 67.6 mile run from Panama City to Apalachicola, Florida thirty-seven antique vehicles lined up on Saturday morning, April 4. Of the 37, the largest member entered today, 21 were Ford and of that number, 11 were Henry's famous Model A. At first it appeared that there was a delay in the cars being sent on their way, but this was actually part of the plan so that the husbands and wives could have 15 minutes of quality time together prior to becoming embroiled in domestic difficulties that seem to be a part of an affair of this nature.

There were lots of cars and faces new to the race this year, but it would be safe to say most of them will be

back next year. Three of those cars belong to DSR's sister club, the South Alabama Region AACA headquartered in Brewton, Alabama. The Stanleys, the Thompsons and the Wards were all winners in various categories. Only one "fatality" occurred this year, that being the Grainer's '34 Ford succumbing to ignition failure.

When the competitors arrived at the Gibson Inn at the end of the race, it was as if one had taken a huge step back in time. The Inn, built in 1907, has a porch on three sides that is filled with chairs waiting for someone to relax in. The lobby with its dark wood floor and high ceiling is decorated with antiques. The old-fashioned saloon has a tall wooden bar complete with foot-rail. All of the 20 rooms remain

much as they would have been in that era with the only changes being modern plumbing.

A fashion show of men's and women's vintage clothing preceded the awards banquet. After we were seated for the meal we all participated in "Name that Tune" with prizes for folks who knew their music. A visiting "professor" from a prominent English educational institution posed questions to the crowd but concluded that this was just about the dumbest group he had ever encountered, all in fun of course.

The Miracle Strip Region AACA, sponsored of their outstanding event for 13 years, did a grand job and re to be congratulated for their work.

Minutes from the March Meeting

AACA MONTHLY MEETING, Thursday, March 15, 2018, 7:00 PM

(Walt Fuller presided at this meeting in the absence of Bobby Peterson)

Meeting was opened with Prayer and the Pledge of Allegiance.

OLD MINUTES approved from February 22, 2018 as printed

TREASURER'S REPORT – Approved and seconded.

UPCOMING NATIONAL CAR SHOW to be held next weekend, March 22-24, 2018

Discussion of all committee chairpersons and their duties.

WELCOME to this meeting Club Members Herb and Nancy Thoms.

VISITORS to this meeting were David and Belinda Rooney, Trey and Blaize Chaudron, Violet Haynes

LIST IS BEING PASSED AROUND AT THIS MEETING for members and friends to sign up to bring food/refreshments to each monthly Car Club meeting.

MEETING was turned over to Charlotte Dahlenburg to discuss all aspects and responsibilities for the Car Show next week: Car Show on the Show Field; Advertising/local coverage; Ice Cream Social, trophies, etc., Hospitality Room, Silent Auction, Merchandise Table, Decorations for Friday and Saturday Dinner Events, etc.;

Instructions were given to everyone who has entered their vehicle for this Car Show (Do's and Don'ts for the Show Field at Cooper Riverside Park).

SPECIAL THANKS to Charlotte and Darrin Dahlenburg for all their leadership, help and support for the National Car Show that was put together in a very short amount of time.

CHARLIE LYLES invited all members and friends to the Baumhauer Baptist Church Fish Fry/Car Show/Easter Egg Hunt on Saturday, March 31, 2018.

Meeting adjourned by Mr. Walt Fuller. Twenty eight people were present at this meeting.

50/50 won by Mr. Foy Bobo, \$30.00.

Respectively submitted, Joyce Ladnier



Application for New Membership

Deep South Region AACA

Mobile, Al

Ownership of a vehicle is not required for membership

National AACA Membership Number _____
(You must be a member of AACA to join Deep South Region)

New Member Information (Please Print)

Name: _____

Spouse: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Total Enclosed: _____

Applicant's Signature: _____

Date _____ :

MEMBERSHIP OPTIONS

Annual Membership (Includes Spouse/Partner) _____ \$20.00
DSR voting privileges, exhibiting your cars in national meets, enjoying tours hosted by Region Chapters all across the United States, and competition for national annual awards and prizes, and the bi-monthly Antique Automobile Magazine. As a DSR member, other perks include the opportunity to learn more about your antique or classic car(s) from other members; hear interesting guest speakers at special programs; find parts and dealers; socialize with other owners; complimentary subscription to our DSR newsletter The Sparkplug, and the opportunity to feature your vehicle(s) on our Club's website.

Student Membership (Ages 13-25 for students only) _____ \$12.00
Enjoys same privileges as annual membership. Must provide student ID

Junior Membership (Ages up through 12 years old) _____ \$10.00
Member receives quarterly newsletter - Wheels Date of Birth _____ required for juniors
Any child up to 12 years old may join, whether or not parents are members of AACA. Junior members will receive one Membership Card, one Membership Badge, and a Newsletter four times a year, February, May, August, and November. Special activities are encouraged for Juniors at National (and local) Meets. An educational program is planned to acquaint Juniors of AACA history, its structure and mission, and a general overview of vehicles and their workings, plus a basic understanding of the judging system, all at a level they should find interesting and entertaining.

After you have joined AACA, complete the following information and bring it to one of our meetings, or you may mail it with a check for DSR annual dues to our Club Treasurer: Paul Dagenais, 58 South Julia Street, Mobile, Alabama 36604.

Antique Automobile Club of America

America's Premier Resource for the Collectible Vehicle Community Ownership of an antique vehicle is not required for membership
 Antique Automobile Club of America • 501 W. Governor Road, Hershey, PA 17033 • Phone (717) 534-1910 • www.aaca.org

New Member Information (Please Print)

First Name	M.I.	Last Name	Spouse/Partner First Name	M.I.	Last Name	Date
Address						
City		State/Province	Zip/Postal Code		Country	
Signature		Email Address		Telephone #		

Sponsor Name & AACA Membership Number or Address (Sponsorship by a current AACA member is OPTIONAL)

Please contact me about joining a local region

MEMBERSHIP OPTIONS

- ANNUAL MEMBERSHIP (Includes Spouse/Partner)** ----- **\$40.00**
 Enjoys voting privileges, receives the bi-monthly issues of ANTIQUE AUTOMOBILE magazine, is eligible to join an AACA region and/or chapter and is eligible to exhibit cars and compete for national prizes and annual awards. Membership entitles you and your spouse/partner to limited free research in the AACA Library & Research Center.
- FOREIGN (NON-USA) MEMBERSHIP** ----- **\$50.00**
 Enjoys the same privileges as annual membership.
- FIRST TIME 1/2 YEAR MEMBERSHIP** ----- **\$20.00**
 FIRST TIME EVER AACA member who joins between June 1st and October 15th. Enjoys the same privileges as annual membership.
- STUDENT MEMBERSHIP (Ages 13-25 – for student ONLY)** ----- **\$12.00**
 Enjoys the same privileges as annual membership. Applicants must include copy of student identification or proof of enrollment.
- JUNIOR MEMBERSHIP (Age up through 12 years old)** ----- **\$10.00**
 Members receive quarterly newsletter - *WHEELS*. Date of Birth _____ required for Juniors.
- U.S. LIFE MEMBERSHIP** ----- **\$700.00**
- FOREIGN (NON-U.S.) LIFE MEMBERSHIP** ----- **\$900.00**
 Life memberships enjoy the same privileges as annual membership. The surviving spouse/partner of a Life Member shall remain a Life Member at no additional cost. A three (3) year payment plan is available. Call us for details.

AACA MERCHANDISE

Dues Billed Annually

Dues are billed annually only. There is no pro-rating of dues and back issues of ANTIQUE AUTOMOBILE may not always be available.

Item	Qty	Unit Price	Total
Certificate of Membership 8¼" x 11"		\$6.00	
Enamel Car Badge 4¼" x 3" Gold/Blue		\$22.00	
Bumper Sticker 4¼" x 3" — Blue with AACA Logo in Gold		\$2.00	
Package of 8 Emblem Window Decals		\$3.00	
AACA Aluminum License Plate Frame		\$14.50	
Merchandise Total			
Membership Total			
Total Amount Due			

For more merchandise selections visit our website at: www.aaca.org (Merchandise prices include U.S. shipping & handling - call for foreign pricing)

Payment Method: (All prices Stated in U.S. dollars)

Check or money order enclosed payable to AACA. (U.S. funds only) Any check dishonored by a bank will be subject to a charge of \$25.00.

Charge to: Visa MasterCard Discover

Card # _____ Expiration Date _____ CV# _____

Authorized Signature _____ Rev. 7/17



Georgia Mountain Moonshine Cruizin July 12 - 14

Georgia Mountain Moonshine Cruizin is an annual event held in Hiawassee, GA the event site is at the Georgia Mountain Fairgrounds on beautiful Lake Chatuge.

No Pets Allowed inside the Fairgrounds Gates
Camping is available

“ Stay right at the show site”.

Enjoy three fun filled days of good ole mountain hillbilly fun. See a Pioneer village, real moonshine still in the works, mountain crafts, and plenty of hot classic cars, trucks, bikes, rat rods and more!

www.gammoonshinecruizin.com



The AACA and HCCA jointly hosted
2018 Reliability Tour



BLUE WATER RAMBLE



AUGUST 20-24, 2018
Geneva, New York

Join us with your pre-1916 automobile for a hub tour of the beautiful Finger Lakes Region of upstate New York.

Tour Chairman
Steven Heald
905-703-2669
sheeldd@gmail.com

Tour Registrar
Carol Burlup
717-582-3209
Cburlup@aol.com

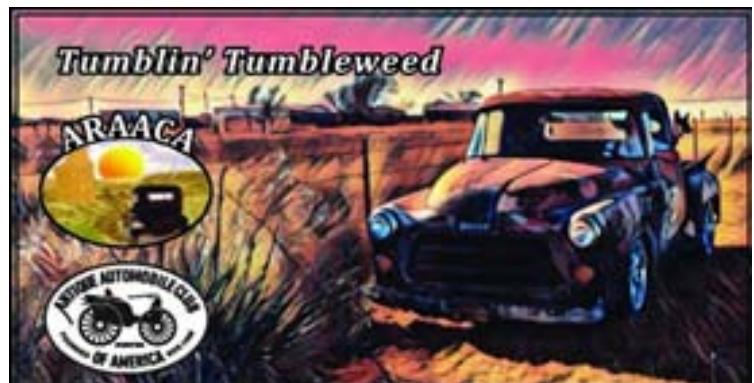
Host hotel
Ramada Geneva Lakemont
315-789-0400
GenevaRamada.com

2018 Hershey

**AACA Eastern Division
National Fall Meet
October 10 - 13, 2018**

“Driving the Dream, In 2018”

HERSHEY REGION
Antique Automobile Club of America



**Central Divisional Tour
Sept 12-15, 2018 • Amarillo, TX**

*The Amarillo Region of AACA invites you
to tour the Historic “Crown of Texas”!*

Come and join us for a FALL tour that includes the famous Boys Ranch at Tascosa, a cattle operation from birth to BBQ, one of the largest dairy operations in America and more.

Tour Chairman:
Glenn Wallick
806-670-3413
TumbleweedChr@gmail.com

Host Accommodations:
Holiday Inn
8231 Amarillo Blvd West 79124
PH: 806-322-4777
FAX: 806-418-2360

Registration:
Norman & Meredith Beach
5302 Briar, Amarillo, TX 79109
806-331-2665 or 806-676-4561
TumbleweedReg@gmail.com

Fort Amarillo RV Resort
10101 Amarillo Blvd West 79124
PH: 806-331-1700
FAX: 806-331-1703



The Sparkplug

A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America



How women's experience with the automobile fundamentally differs from men's



From a 1941 Ethyl Gasoline Corporation ad, via Plan59

Reprinted from Hemmings Classic Car

[Editor's Note: While we reviewed Katherine J. Parkin's *Women at the Wheel: A Century of Buying, Driving, and Fixing Cars* in the January 2018 Hemmings Classic Car, we also found that it deserved a little more recognition, so we've excerpted the below section with permission of the University of Pennsylvania Press.]

Living in the suburbs in the late 1950s, author Betty Friedan preserved her writing time by having a taxi transport her children to school. Friedan realized that driving did not free her from the yoke of domesticity she so famously exposed in her classic, *The Feminine Mystique*. Instead, she recognized that for most women the car was principally a tool in service of the type of never-ending domestic work expected of them. Not only did women not find

liberation on the road, but they also found themselves targeted by spurious stereotypes of "women drivers." These myths, including a belief that women were excessively cautious, spatially inept, and fundamentally incompetent drivers, persisted with little change over the course of automobile history.

Yet at the same time, in spite of these negative associations, women needed cars. The country's shift to the suburbs, facilitated by the emergence and eventual dominance of the automobile, meant that women had to go out and get products and services once delivered to the home. While one historian contended that driving "represented liberation from the household," home economist Christine Frederick noted that moving to the countryside meant that in addition to all of the farm production she was responsible for, she also had to serve as a

chauffeuse. Most women discovered that to facilitate everything from daily milk delivery to doctor's care, they needed to drive. Their work also included taking their husbands to the train or their jobs and their children to school and activities. Across the century, even those women with the means to drive did so almost entirely in service of their domestic responsibilities and identities.

Most twentieth-century white, middle-class, American women found their lives defined by domesticity, and the use of their car principally affirmed their gender identity. Friedan's decision to pay someone to drive her children to school reflects the insights she brought to bear on a nascent feminist movement. Few have questioned, as Friedan did, the value of having women spending hours behind the wheel chauffeuring their husbands to work and their children to





Beginning PHILIP VERRILL MIGHELS' THURLEY RUXTON

school, practices, and lessons. Yet women discovered that driving mirrored their other domestic responsibilities, as it was structured around others' needs, it was rote, and it was never-ending. For millions of women, their experience with the car fundamentally differed from that of men. The car was for most men an assertion of masculine identity, predicated on power, control, and freedom. Even when men drove in more mundane circumstances, ferrying their families or driving to work, their ownership and default position behind the wheel of the car left them with more authority than women could generally assert.

Most women found their legitimacy as drivers compromised by a cultural expectation that placed men in the driver's seat and relegated women to the passenger side of the car whenever both were present. The cultural representations of men's control of cars served to dissuade women from assuming an identity as a driver. Women's historical association with the car, therefore, was primarily as a passenger or as a driver in service of their work as wives and mothers. The number of women who found independence when they slid behind the wheel was relatively small.

In part because of their customary role as passenger, some women also found themselves vulnerable to men

who had control of an automobile and whisked them away from the watchful eyes of their families and communities. Moving beyond the front porch or the neighborhood created both opportunity and vulnerability for women. From their earliest experiences with cars, young women were taught to be wary of men, especially those offering rides or assistance. Cautioned about the risks of predators and the "devil wagon," most women, into the twenty-first century, had a much more circumscribed automotive experience than men.

One need only look at the language used to describe drivers. In the nineteenth century, a professional woman who challenged gender expectations and entered a male field received a gendered title, such as "doctress" or "lawyeress." As women took the wheel when automobiles emerged in the late 1890s, however, no new word emerged to describe them. With the introduction of mass production and the growing embrace of cars in the early 1900s, both men and women became known as "drivers." A gender-neutral identity was possible, but instead the language that emerged identified women with a gendered qualifier. They were "woman drivers," "lady drivers," or "female drivers," with a host of pernicious assumptions surrounding them. Conversely, we see no deployment of terms such as "man drivers," "gentleman drivers," or "male drivers." Even in countless newspaper and magazine accounts of men causing automobile accidents, the gender qualifier did not appear. While the novelty of women driving dissipated over time, the desire to delineate who was driving and demean women with these monikers persisted into the twenty-first century.

Contemporaries of the first women to drive cars generally did not consider their actions significant, or even positive. More than a dozen men laid claim to being the inventor of the American automobile, dating to 1893, and countless more sought acknowledgment as the first to break driving records for speed and distance. Before the emergence of the women's movement in the 1960s and

1970s, however, few women celebrated their vehicular accomplishments as the first American woman to drive a car, be licensed, or drive long distances. While some have imagined the role of cars as transformative, in truth cars only offered women "a wider range of possibility in their everyday lives."

Indeed, it was a man who made one of the earliest claims of a woman behind the wheel. Automobile inventor and manufacturer Elwood Haynes proclaimed that his secretary, Mary Landon, had been the first woman ever to drive, in 1899. Businessmen like Haynes needed to grow the number of drivers nationally; into the 1920s, only a small percentage of women drove. His story line was clear: Driving is so easy and safe that even women have historically done it, and he either resurrected or created a story about Landon's adventure. Highlighting Landon in 1928, though, also revealed how short-lived her automotive independence was, as she no longer drove and had not even owned a car for twenty years.

Driver's licenses also helped establish the identities of early women drivers. Life magazine ran an article in 1952 on the woman they claimed had been the first to be licensed in Washington, D.C., Anne Rainsford French. The author praised French's independence motoring a steam car in 1900 but noted that she stopped driving in 1903 when she married. After living without a car for ten years, when the couple did finally acquire one, French's husband proclaimed to her and their children, "Driving is a man's business. Women shouldn't get soiled by machinery." The article, ostensibly written to demonstrate that French was a woman of accomplishment, concluded that in response to her husband's contention that cars were only for men, the capitol's first licensed female driver replied meekly, "Yes, Walter." Even in a popular national magazine's article on the significance of early women drivers, the underlying message to readers was that women should not identify with the car as a source of pride or freedom.

This type of backhanded acclaim pervaded the attention accorded to early

women drivers. As Kokomo, Indiana, residents celebrated their centennial in 1965, they revived the claim that Mary Landon was the first woman driver. A newspaper article celebrating her history and participation in the festivities, however, still concluded that the explanation for her revolutionary turn behind the wheel stemmed from the fact that she was “tricked into it” by Haynes. Even as the local media granted Landon recognition and thought her story newsworthy, they simultaneously characterized her as “duped into driving.”

As with Landon, it was only on the fifty-year anniversary of Alice Ramsey’s pioneering 1909 cross-country adventure that people began to credit her, as well. The trip from New York to San Francisco had also been a promotional affair for the Maxwell-Briscoe car company. Traveling with three female companions, a young friend and her husband’s two sisters, Ramsey drove nearly 4,000 miles, heralding the ease with which even a woman could handle the car and its reliability over thousands of miles and difficult terrain. The 1909 journey of “Mrs. John R. Ramsey,” a married, wealthy woman, generated only a handful of small notices appearing in local papers en route and a few longer pieces celebrating the launch and Ramsey’s triumphant arrival on the West Coast. Ramsey’s more extensive media coverage began in the late twentieth century when the visually driven media relished the wonderful pictures of Ramsey in her duster, accompanied by brief stories that heralded a pioneer whose husband did not like to drive and acknowledged that she had left behind her year-old son to undertake the trip. Accounts of the trip still maintained a fiction about her single-handed ability to manage repairs and navigation, relying principally on her own 1961 account of her trip, written more than fifty years after the fact.

Newspaper and magazine articles, and even obituaries in the 1960s and 1970s, touted the accomplishments of early female drivers, perhaps inspired by the feminist movement that was asking of history, “What was her story?” In addition

to highlighting national figures, local papers began to feature the first women to drive, maybe not in the country or across the country, but certainly in their town or city. The 1961 obituary of Frances Senteney Carey, for example, proclaimed that she “was the first woman to drive an automobile in Hutchinson, Kansas.” These later twentieth-century accounts uncovered women’s early embrace of the automobile and positioned them as progressive and accomplished. Second-wave celebrants touted women’s heroism in asserting their equality in this new arena.

Most women, however, did not find dignity and independence in driving. Any attempts to develop their automotive acumen and disrupt the prejudice against them challenged cultural definitions of women’s gender and sexual identity. The evidence suggests that the only kind of woman believed to be good at driving or repairing a car would be one without a man. The phenomenon of women taking the wheel could have been empowering, as many proved their mettle as drivers and mechanics, but in spite of occasional celebratory reflections, the broadest, most frequent response to women driving has been mockery and dismissal. For most women, characterized as terrible drivers, harping passengers, and naïve mechanics, the car represented not freedom and power but only the likelihood of ridicule. The emergence of the car, therefore, led to an expectation across the century that women would buy cars, drive them, and fix them, but not be good at any of it. Even as the car became an increasingly important part of American life, women found themselves isolated on the fringes of this national obsession.

Automobiles became a defining aspect of American culture and identity, and the many stereotypes that existed adapted to drivers and passengers. Just as the public and the police made reflexive conclusions about cars and drivers based on race, so too has the nation made parallel assumptions based on gender. A quick glance informed attitudes about the motivations and aptitudes of those at

AUTOMOBILES



The Road Lovers of White & Fells Co. in the Haynes-Apperson Roadster

The HAYNES-APPERSON

is the only powerful automobile simple enough for a lady to run easily, and reliable enough for her to take far from home and count on getting back without trouble.

The Haynes-Apperson Cars have been started under conditions officially imposed by others, not once or twice, but 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 separate times, winning first honors EVERY time with stock cars. That means reliability of the kind no one else has PROVED.

The complete line full information. Inquiries are invited to visit our factory, where every detail of HAYNES-APPERSON engineering can be seen and fully understood. Call and get our catalogue at New York and Chicago Offices.

HAYNES-APPERSON CO., Kokomo, Ind., U. S. A.

The Official Motor Car of America.
The National Association of Licensed Automobile Drivers, Inc. 1000 Broadway, New York, N. Y., and 1000 Market Street, San Francisco, Cal., are authorized U. S. A. and foreign agents for the sale of Haynes-Apperson cars.

Manufacturers sought out women drivers in the early twentieth century by assuring them that their cars were easy to drive and reliable. This 1904 Haynes ad drew on the popularity of a vaudeville performer to explain why a woman would need a vehicle to take her “far from home and count on getting back without trouble.”

the wheel.

Women have often been behind the wheel, but when it comes to directing the cultural conversation, men have done the driving. This story of American automotive history reveals a long-standing pattern of according men respect and women disdain. When it came to automobiles, people continuously evaluated cars and drivers on the basis of their gender. One of the earliest assumptions came with the early contest for supremacy waged among inventors of steam, electric, and gasoline cars.

History has principally told the story of gas- and electric-powered cars, but women and men also drove steam-powered cars in the early twentieth century, as in this 1901 Toledo ad.

The conceit that women only drove electric cars persisted even though historians have only a loose grasp on how many people of either sex drove, and even less on what kind of car, in the first decades of the twentieth century.



Historian Clay McShane found in his analysis of early 1900s car registrations that “women owners preferred more powerful, heavier cars.” While historian Virginia Scharff contended that advertisements in the first two decades

of the century targeted electric cars to women, it is not evident that women predominated in driving electric cars or that women forsook steam or gasoline cars. The suggestion that men only drove gas cars and women only drove electric cars inaugurated a mythical belief in gendered automotive preferences.

While various automobile models vied for dominance in the early years, including the long-forgotten steam cars, Henry Ford’s introduction of the gas-powered Model T in 1908 led to a staggering rate of adoption in the United States. In 1900, there were about 8,000 registered automobiles. Historian James D. Norris discovered that, by as early as 1910, the automobile had moved beyond a “passing fad or an expensive plaything for the rich.” By 1923, more than half of the nearly 23.5 million American families owned an automobile, far more than paid federal income tax or owned a telephone. According to historian Margaret Walsh, “Those who owned these vehicles were likely to be white and middle-class. Only small percentages of minority families owned cars.” In the middle of the Depression, in 1935–36, 15 percent of African American families had a car, as compared to 59 percent of white families.

Still, understanding that the American driver was most likely to be white and have reached the middle class does not reveal women’s relationship to the number of cars produced, automobile registrations, number of licensed drivers, or what analysts call VMT, Vehicle Miles Traveled. Walsh points to women’s embrace of the car, noting their pleasure in it and asserting its importance to them. In a 1920 interview, one woman explained her family’s decision to buy a car before installing indoor plumbing: “Why, you can’t go to town in a bathtub.” While we know, too, that African Americans drove, including women like cosmetics entrepreneur Madam C. J. Walker, who used the car to both acquire and showcase their wealth, their relatively small numbers left a historical record with little trace of their role in shaping the automobile experience.

While it is nearly impossible to know

how many women were car owners and drivers, the historical record suggests miniscule numbers that grew slowly across the first half of the twentieth century. Breaking down the larger population into likely owners is revealing. According to a 1921 report in the *Automotive Manufacturer*, only 5 percent of nativeborn, white men of voting age owned a car in 1912. Even by 1920, only 42 percent of those Americans imagined to have had a car, wealthy, white adult men, apparently did so. Analyzing these numbers, informed by women’s relatively smaller population, compounded by their reduced social and financial power, it becomes clear that driving a car persisted as being an exceptional activity for women. A 1920 article in the *Literary Digest* found 15,000 women licensed to drive in New Jersey. With a total population greater than three million, this made women drivers a mere half a percent of all drivers in New Jersey in 1920. While the author extrapolated to imagine about 300,000 female drivers nationwide, the social map of the United States—with many western states such as Wyoming and Nevada boasting populations with 10, 15, and 20 percent more men than women, and with much more rural, unpaved terrain—does not support this conclusion. Still, increasing suburbanization, greater affordability and accessibility of the car, and women’s growing public responsibilities all led to increasing numbers of women drivers, and by 1963, the ratio of male-to-female licensed drivers stood at 60:40. The numbers then accelerated rapidly, with the number of women drivers growing 39 percent between 1980 and 2000. By 2012, there were more women than men licensed as drivers in the United States for the first time.

Across the automotive age, images and stories of women and cars filled internal industry newsletters, automotive periodicals, and popular media. What may have seemed a universal experience is revealed to have been a distinctive one for women. From their earliest efforts to learn to drive to their attempts to secure driver’s licenses, women generally found

History has principally told the story of gas- and electric-powered cars, but women and men also drove steam-powered cars in the early twentieth century, as in this 1901 Toledo ad.



taking control of cars to be fraught with aspersions of their competency and appearance. Automobile companies used magazines and advertisements to shape the discourse. In the process, they played two opposing roles, seeking both to legitimate women as car enthusiasts and to reify men as “natural” drivers.

The next step for women, after learning to drive and securing their licenses, was to acquire a car to drive. Most automotive companies expressed continual surprise when they discovered evidence of women’s economic power, and they consistently approached women as a narrowly defined, monolithic market they could ignore. This reveals an inherent contradiction: Although automobile companies did occasionally seek out female consumers, their fundamental inclination was to ignore them. This pattern is perhaps easiest to understand at the point of purchase. Women buying an automobile did so in a decidedly male space and, into the twenty-first century, faced a consistently uninterested reaction from the salesmen. While other industries that sought female customers invested money in women’s media, car companies were reluctant to do so. Only designating paltry advertising budgets of 3 percent or less and creating intimidating, sexist showrooms hampered the already limited number of marketing approaches the automotive industry believed key to winning women’s business.

Many auto enthusiasts and companies then and now condescended to women by crediting them with making cars more comfortable and practical, but, in truth, throughout the car’s evolution people always sought to improve the car. From the complex, wide-ranging efforts to create the car itself, to the continuing endeavor to make the best car possible, there has been a constant quest for improvement. Windshield wipers, heaters, turn signals, and seat belts emerged, not because women demanded it but because competition for consumers of both sexes inspired it. As exceptions became the rule, more innovative features developed to further improve the automotive experience.

Often initially attributed to women, once unique, significant technological developments quickly became de rigueur for a modern automobile.

Driving a car was perhaps the most visible way that someone was identified as a “woman driver.” Women faced the reality that although driving a car could offer freedom, real and perceived vulnerability also shaped their driving experience. From the day-to-day concerns of seeking out gasoline stations with “Rest Rooms” to the prospect of facing sexual violence in cars, women’s experiences

behind the wheel shaped their national experience as drivers. Beyond their individual driving experiences, women also faced the perennial question, asked from the earliest days of automobility: Who were the better drivers, women or men? This question permeated the debate and helped perpetuate the myth of men’s superiority. Unlike other racial and ethnic assertions of inferiority that became gauche and self-evidently false, it remained acceptable, for more than one hundred years, to persist in asking the gendered question of who was better.



Why see a marriage counselor? Get a Select Shift.



You want a stick shift. *She* wants an automatic. And your budget says: “one car!” No problem anymore. Get *one* car. And get it with a Ford Motor Company Select Shift. The Select Shift is standard equipment with every automatic transmission. Comes on the steering column or on the floor. Works like this: Shift the Select Shift into first or second gear; it works like a manual shift. Real control in snow or mud. Assists braking on hills – helps handle heavy trailer loads. Shift the Select Shift into automatic. It’s automatic. The Select Shift. You get your way. *She* gets hers. Ford has a better idea... Shift for yourself!



Moreover, the question principally served to continually assert that men were superior drivers, in spite of evidence to the contrary.

While we might imagine maintaining a car historically to have been men's work, women in the first decades of the twentieth century quickly found themselves responsible for their family's car care. Solicitous companies assured women that taking care of a car was just like taking care of a child, with the presumption that this type of knowledge was "natural." In general, though, the small number of women who mastered their own cars' mechanical makeup discovered that they risked their femininity. For most women, tasked with selecting a garage to perform the work and knowing what services and costs were appropriate, they discovered that they were rarely afforded respect even in their quest to find others to care for the car.

Although the culture featured a number

of stereotypes regarding women and cars, one of the most enduring associations concerned identity. Americans considered the car to be female, regularly referring to the automobile as a "her" and "she," adorning the car with feminine markers, and sometimes naming it. The car's female identity, then, gave rise to a number of unexpected outcomes, including the love and even lust that men, in particular, felt for their cars. With both women and cars having bodies, car talk often blurred the lines between the two.

In spite of the many changes in women's lives, the historical evidence reveals a significant continuity of cultural and behavioral impulses regarding American women's experience with cars. Patriarchal attitudes and assumptions of male superiority continue to dominate our understanding of the car and inform our study of history. By focusing their analyses on changing trends, historians have under appreciated the

permanencies of ideological power in American culture. Automobiles offer an opportunity to analyze the ways this power has been wielded to great effect. Principally looking for change over time in such attitudes obscures their longevity. Asking different questions about women's experiences offers insights into what it was like for women at the wheel.

Katherine J. Parkin's Women at the Wheel: A Century of Buying, Driving, and Fixing Cars is available on Amazon or directly through the University of Pennsylvania.



Why shortchange yourself? GET THESE 1962 RAMBLER ADVANCES!

HOW MANY advances do you expect to find in a new car? Ten? Twenty? Even thirty, perhaps? The 1962 Rambler which goes on display Friday, October 6th, has 102 advances—some of which you see here.

For most Rambler models are actually priced lower than last year's! How can this be? Because of American Motors' progress sharing with customers.

For example, our competitors are spending millions to convert their old-fashioned body-and-frame production lines to single-unit production. Because Rambler pioneered single-unit construction, our modern production lines are paid for. We have avoided drastic changes for change's sake—reduced the number of models for 1962 by almost one-third. Thus our costs are lower.

That's why we can put extra value into Rambler—more "value-for-the-dollar" improvements—yet keep prices low. From 1955 to 1961, prices on low-priced standard models of our ten major competitors have advanced about 50%, more than comparable Rambler models. It's part of Rambler's progress sharing with customers.

Greater value, lower, reliability are among major reasons in 1962 that represent a still greater share in Rambler's progress for the car buyer.

EXAMPLE:
Double-Safety Brake System with tandem master cylinders. One for front brakes, one for rear. If one is damaged, the other still works.

EXAMPLE:
Chain-drive lubrication that lasts 33 times longer on most models. Most parts lubricated for life.

EXAMPLE:
No clutch-pedal driving at about 1/2 the cost—thanks to Rambler America's optional new E-Stack Transmission. Most of the convenience of full automatic drive, economy of a stick-shift.

Remember, these Rambler features are just those of 102 advances in our '62 models. Not one of these changes was made just for the sake of change. All were made because they add important contributions to Rambler's quality and usefulness to the user.

That has been our policy ever since Rambler started the compact car revolution. And the American public has responded to it so enthusiastically that, today, our Kenosha, Wisconsin, plant turns out more cars than any other automobile plant in the country.

With our workers as progress-sharing partners, you can expect superior craftsmanship in Rambler. American Motors' company-wide objective is to make trouble-free Rambler a symbol of American industrial integrity—to make Rambler quality superior to that of even far costlier cars built anywhere in the world.

Remember: Friday, October 6th, is the day. Your Rambler dealer invites you to look over the new Rambler and to check their many advances in the eye-opening "Discovery Drive."

In the meantime, he has a free booklet for you—"What's New In Rambler for '62—and Why." You can pick up your copy right now.

It's worth reading. It could save you from shortchanging yourself in a "new" car that hasn't caught up to all Rambler has to offer you in 1962.

**Voted most trouble-free
—now the most service-free. It's the most thoroughly guaranteed RAMBLER in history!**

**ON DISPLAY AT
RAMBLER DEALERS
FRIDAY, OCT. 6TH**

RAMBLER 1962

WORLD STANDARD OF COMPACT CAR EXCELLENCE

Ad reprinted from oldcaradvertising.com

Sentimental Tour

2018

A Tale of Two Cities...
How Chance and Circumstance Changed the South

Hosted by Louisiana Region

November 5-9, 2018, the 10th Sentimental Tour, with a focus on the Antebellum South, featuring Natchez and Vicksburg, Mississippi. For vehicles 1928 through 1958.

Natchez, Vicksburg, Vidalia, The Natchez Trace, Native American Sites, Settler and Explorer Sites, Battlefields, MORE!

For details, Contact Tour Chairman Charlie Froehlich at (601) 749-9935
www.aaca.org www.visitnatchez.org www.visitvicksburg.com



The Sparkplug

A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America





National Car Shows

April 2018

20-12 - AACA Western Spring Meet • hosted by Tucson Region • Tucson Arizona

May 2018

11-12 - Central Spring Meet • Auburn, Indiana
31- June 2 - Annual Grand National Meet • hosted by Western PA Region • Greensburg, Pennsylvania

June 2018

25-29 Eastern Divisional Tour - North Central PA

July 2018

11-14 - AACA Eastern Spring Meet – Chesapeake Region - Gettysburg, PA.

August 2018

20-24 - AACA Reliability Tour – GVACS & Wayne Drumlins Region - Canandaigua, NY.

September 2018

12-15 - AACA Central Division Tour • hosted by Amarillo Region • Texas Panhandle, TX
16-22 - AACA Glidden Tour – VMCCA - Twin Falls, ID.

October 2018

10-13 - Eastern Fall Meet • hosted by Hershey Region • Hershey, Pennsylvania
21-26 - Founders Tour • hosted by S. Illinois Region, Ohio Valley Chapter • Metropolis, Illinois



Cruise Ins

Time	Location	Address	For More Info Contact
Every Thursday	Sonic in Bay Minette	Bay Minette, AL (Feb-Nov)	
1st Saturday	Edgewater Mall	Hwy. 90, Biloxi MS	Jimbo 228-596-0664
1st Saturday	Po-Boy's Cruise In 5-8 pm	Tillman's Corner KFC, Hwy. 90	Jo Jo Johnson 251-367-6643
2nd Friday	Hooters	Daphne, AL (Feb-Nov)	
2nd Friday	Downtown Cruise	Ocean Springs, MS	
2nd Saturday	What-A-Burger 5-8 pm	Airport & Snow Rd	
2nd Saturday	Dillard's	Eastern Shore Mall, Malbis(Jan - Nov)	Eastern Shore Cruisers
3rd Thursday	Sonic	Foley, Hwy. 59 (Mar-Nov)	
3rd Saturday	Beef O' Bradys	Spanish Fort, Hwy. 90	
3rd Saturday	Bay City Grill	5675 Hwy. 43 Satsuma 4-8 pm	
3rd Saturday	Bootleggers Pizzeria	1913 Pass Rd, Biloxi	228-324-6444
3rd Saturday	Orange Grove Kruiser's	Acadian Pizza on Hwy 49 Gulfport, MS	
4th Saturday	Hot Wheels & Wings Cruise-In	Hooters Hwy. 98 Daphne 3-6 pm	
4th Saturday	Ingalls Engineering Complex	Passacaglia, MS	Magnolia Classic Cruisers
4th Saturday	10126 Grand Bay Wilmer Rd	10 am - 1 pm	Grand Bay Country Cruiser
4th Saturday	Stoney's BBQ 5-8 pm	Hwy. 43 , Saraland	Northside Cruisers
Last Saturday	Sonic - Hwy 59 South	Robertsdale, AL (Mar-Oct)	251-747-2022





Local Car Shows

April

- 26-28 Bama Coast Cruise at The Warf in Orange Beach. More info at bamacoastcruise.com
- 28 MoparFest at the Battleship. 23rd Annual Cars Show and Swap Meet. Contact Paul Reynolds 504-415-5731
- 28 Hattiesburg, MS 7th Annual Deanash Children's Village Open Car Show. 8 am til 1 pm, Pineview Baptist Church 19 Tower Road located at the back entrance to Paul B. Johnson State Park Live music featuring Damascus Road at 10. Cruise through the park at 11:15. Door prizes, T-shirts, Games, Food, 50/50. Vendors welcome info call Stan Anderson 601-467-1138. Proceeds to support the Deanash Children's Village.
- 29 Our Lady of Lourdes Catholic Church Lawn Party and Car Display from 10:30-3:30 pm. 1621 Boykin Blvd, Mobile. Cars displayed get a free lunch.

May

- 4-6 Battle in Bama Hot Rod, Truck and Bike Show at USS Alabama Battleship Memorial Park. Contact Craig at 636-208-4441
- 5 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664
- 12 Panhandle Cruisers National Car Show, Five flags Speedway Pre registration \$20 Day of Show \$25 registration 8-12 Judging at noon Awards at 3 pm. Car Corral and Swap Meet
- 12 Bay St. Louis, MS 2nd Saturday Cruise-In at the Harbor. 4pm - 8pm. Music - 50/50 - Prizes. Enjoy local restaurants & 2nd Sat Shopping downtown. Open to all Car/Truck/Bikes Everyone Welcome. (March thru September)
- 19 5th Annual Sunset Cruise Car Show Dauphin Island, AL. 9 am - 3pm. Pre-Register \$20. \$30 day of show. More info contact Mary Strickland 251-861-5525 Ext 222.
- 19 Cruisin on the River Car, Truck and Bike Show. Pre-1975 Pre registration \$20 before 5/5/2018 Day of \$25 info Joe at 304-382-1731 or Lyle 958-502-4152
- 26 Silverhill Car Show. MOre info at Frankie Kucara 251-215-9630.

June

- 2 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664
- 9 11th Annual Blueberry Jubilee Car/Truck/Bike Show. 7am Downtown Poplarville, MS. Arts & Crafts booths and lots of fun stuff going on. All the usual top this and that awards plus some great extras.
- 9 Bay St. Louis, MS 2nd Saturday Cruise-In at the Harbor. 4pm - 8pm. Music - 50/50 - Prizes. Enjoy local restaurants & 2nd Sat Shopping downtown. Open to all Car/Truck/Bikes Everyone Welcome. (March thru September)

July

- 4 Grandbay Watermelon Festival. 8 am - 4 pm Open Car Show. For more information call 251-865-3456
- 7 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664
- 14 Bay St. Louis, MS 2nd Saturday Cruise-In at the Harbor. 4pm - 8pm. Music - 50/50 - Prizes. Enjoy local restaurants & 2nd Sat Shopping downtown. Open to all Car/Truck/Bikes Everyone Welcome. (March thru September)

August

- 4 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664
- 11 Bay St. Louis, MS 2nd Saturday Cruise-In at the Harbor. 4pm - 8pm. Music - 50/50 - Prizes. Enjoy local restaurants & 2nd Sat Shopping downtown. Open to all Car/Truck/Bikes Everyone Welcome. (March thru September)

September

- 1 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664
- 8 Bay St. Louis, MS 2nd Saturday Cruise-In at the Harbor. 4pm - 8pm. Music - 50/50 - Prizes. Enjoy local restaurants & 2nd Sat Shopping downtown. Open to all Car/Truck/Bikes Everyone Welcome. (March thru September)

October

- 6 Biloxi, MS Cruise-in at Edgewater Mall Hwy 90, Biloxi, MS 6pm - 9pm. Info Jimbo 228 596-0664



Let **COAST DESIGN**
TAKE YOUR KITCHEN
FROM COMMONPLACE
TO **SHOWCASE**



*Proudly serving builders, remodelers and homeowners
in the Mobile Bay area and beyond!*

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

251.666.7920
5253 hwy 90 w. mobile, ala
kitchensbycoastdesign.com
CABINETS. APPLIANCES. DESIGN.



The  **Sparkplug**

A monthly publication of the Deep South Region - AACA - April 2018
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America

