



THE SPARKPLUG



Deep South Region A.A.C.A. Newsletter Vol. 41 No. 4 April 2007

Deep South Region AACA turns 40

By Mike Ebl

Being a member of DSR, I had the pleasure of attending the 40th birthday party. When the Antique Automobile Club of America granted a charter that was issued on March 7, 1967, the Deep South Region became a reality with Pierre Fontana, a charter member, serving as its first president.

Forty years later, he was in attendance to cut the cake. Don Dillehay, the longest serving active member was also invited to participate in cutting the cake. Regrettably, Geary Polk, another DSR charter member, was unable to attend. Dick Cashdollar, the current president, served as the Master of Ceremonies.

Twenty-eight current members joined approximately 60 former members on Sunday, March 18th at the Clubhouse for cake and ice cream plus lots of reminiscing.

Let's pause for just a moment so I can share a short history lesson I learned that day. Those current members who have joined DSR in the last 20 years (this includes me) or so probably wouldn't know that in August 1962, before DSR was organized, five antique car enthusiasts met and organized the Old South Antique Car Club, independent of any national affiliation.

During the mid-1960s, an effort was made to get a Glidden Tour, which is sponsored by AACA on odd years and the Veteran Motor Car Club of American (VMCCA) on even years, to come to Mobile. Only VMCCA was receptive at that time so nearly all Old South members joined the Mobile Chapter, VMCCA which was chartered in 1968 and the Glidden Tour was held in Mobile in October 1970.

In 1972 the Deep South Region of VMCCA was deactivated and disbanded, but the Old South Antique Car Club and the Deep South Region of AACA remained active. In late 1972, Old South attendance had dropped drastically. A special meeting was called with nearly all their members present. A motion was made for their members to become members of DSR-AACA. The vote passed unanimously and the Old South members became DSR members.

Over the next four years, things did not go well. After much discussion, pro and con, by rival groups on disbanding the Deep South Region of AACA and again becoming only the Old South Antique Car Club, it was determined

that the AACA Constitution states that as long as 15 members desire to remain in a Region, it cannot be dissolved. However, nothing prohibited another club being organized and members joining either or both clubs. So, in 1977 a group met and the Old South Antique Car Club was reorganized and began taking applications. Now you know "the rest of the story." as it was told to me.

Members, past and present, were invited to drive their favorite antique vehicle to the event, The early spring weather was extremely cooperative. The clubhouse with the azaleas in bloom made a fine-looking setting for the 35-plus vehicles which ranged from Model As to cars of the early 80s.

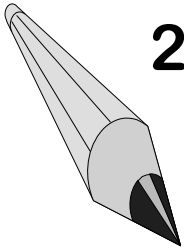
I spent most of Saturday cleaning up my "Pony" but never thought to check the battery so had to go modern, darn it! See you at the April 26th DSR meeting.



Pierre makes the first cut



Don helps with cake-cutting



2 the point

I'm happy to report that our involvement with the Bellingrath Gardens 75th Anniversary celebration on Saturday, April 7th, was a great success.

We fielded ten 1930s vintage cars, which delighted the Gardens Director, and in his words, "greatly contributed to setting the proper ambience for the event". Club members enjoyed being a major attraction for the day, a great lunch courtesy of Bellingrath Gardens – and the club earned \$500 as well! It hardly gets better than that. My thanks to those members who participated

We hardly had time to catch our breath after Bellingrath, as we have immediately launched into preparations for the May 19th DSR/Friends of the Mobile Animal Shelter Car Show. Officers of both organizations have met and planning is going smoothly – so far. We have distributed literally hundreds of flyers and plan on doing hundreds more in the coming weeks. Both organizations are hard at work selling sponsorships to the show but we need all DSR members to help with this critical component of the show's success. We will talk more about this during our April 26th meeting which will be the last one before the show. Please help; the Club is more than a few overworked members. All need to help a little so that a few don't have to do a lot...

Dick Cashdollar, President

DSR members wish to offer our deepest sympathy to Barbara Breland and her daughter, Nancy, on the death of her husband Eudene. The Brelands have been members since 1993.

Although Barbara's demanding work schedule did not permit her to attend meetings/activities often, "Dene", as he was known to us, was an active member until just a few years ago when his declining health slowed him down. He was at our Mother's Day Car Show last May with his 1967 Olds Toronado that he purchased new. His favorite parking spot was under the big magnolia tree on the east side of the clubhouse.

Dene was a quite man who generally let others do the talking but he was always listening. He never failed to greet his fellow members and enjoyed the old car hobby.

How 2 reach us...



Officers

President: Dick Cashdollar	(251) 344-9044
Vice President: Patt Paquet	" 661-4009
Secretary: John Pendergrass	" 607-0028
Treasurer: Judy Martin	" 661-6133
Activities: Lycyle Crowdus	" 661-8486
Editor: Buddy Paquet	" 661-4009
Member at Large: Steve Goren	" 633-8171
Chaplain: Lambert Mims	" 479-2523
Historian: Don Dillehay	" 602-0998
Webmaster: Herb Thoms	" 633-0777

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 \$30.00. *Ownership of an a vehicle is not a requirement for membership.*

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this newsletter
with a friend !**



DSR supports Bellingrath Garden's 75th Anniversary celebration

by Dick Cashdollar

Saturday, April 7th, was a chilly spring day, but low temperatures couldn't dampen the spirits of the many people involved in celebrating the 75th anniversary of one of our region's signature tourist attractions – Bellingrath Gardens.

DSR and Bellingrath officials had been talking for months to arrange for the presence of some of our 1930s vintage cars to set the stage for this event. Club members came through and we fielded a wonderful display of 10 antique cars as requested.



The first thing that Gardens visitors saw as they approached the main entrance was the Dillehay's 1929 Model A Ford Sedan and the Jim Henderson's 1939 Chevrolet two-door Sedan. As they proceeded along a winding path through the gardens, they came across the Bogle's 1937 Ford Tudor



sedan. Further along on the "Great Lawn", a display of four Model As set the tone for the speaker's podium and the official ribbon-cutting ceremony. As the visitors approached the mansion, there was a threesome of really spectacular cars – Jim Henderson's 1937 Cadillac, his 1935 Buick and



the Pendergrass' wonderful 1937 Packard. Docents in period attire roamed the areas, adding additional flavor the 1930s "movie set" staged for the day.

The Pendergrasses were out of town but graciously loaned his car for the event. It was driven to/from Bellingrath by yours truly – the highlight of the day for me! All participants, which included the Bogles, myself, D. Dillehay, the Fullers, Jim Henderson, Scott Henderson, J. Martin, and the Whites, stated they really enjoyed the outing, all the attention our cars received and a great lunch compliments of the Gardens. Bellingrath officials repeatedly told us how pleased they were with our impact on the event.



Hopefully, this very favorable relationship will produce more partnership events in the future. I enjoyed coordinating this affair for DSR and heartily recommend that some you step forward the next time we have an opportunity to showcase our vehicles. Our Activities Coordinator is "hanging in" but if we all assume just one outing until she is back with us, everyone will benefit and have a good time.

High wheelers...what are they?

By Buddy Paquet with Tom Rothaar

Tom Rothaar, a gentleman of Dutch ancestry (“roth” means red and “haar” means hair in Dutch but his is no where close to being red) is Alabama’s State Captain of the Wheelman which is a worldwide Antique Bicycle Collectors Club. He owns and rides an 1886 Victor Light Roadster built by the Overman Wheel Company in Chickopee, MA.

The high wheel bicycle was put into great use prior to the use of the automobile. Horses were expensive both to buy and to maintain through veterinarians’ bills, maintenance of hooves and buying saddles, reins, food and other items. That’s not to say a high wheel bicycle was not expensive. They sold in the 1880s for \$125 which one usually one-third of an average family’s income. It did, however,

give doctors and ministers a greater range of transportation. They were prime users of early high wheel bicycles, as were wealthy individuals. These were not purchased by “average Joes”. The term “big wheel in town” is a reference to the high wheel bicycle. If you owned a high wheel bicycle, you were known as a “big wheel in town”. They also made children’s high wheel bicycles, again primarily for the wealthy. No average worker could afford a high wheel bicycle for a child. Although they were used by both adults and children, seldom by women. There were some women who, instead of wearing the long dresses to the floor of the era, wore pants and were highly described as “less than female” that did ride some of the high wheel bikes and raced them.

High wheel bikes developed the racing entity. Initially, bikes were of two equal sized wheels with pedals on the front wheel, direct drive, just like the high wheel bicycle, no chain and gearing me-



Tom Rothaar with his 1886 Victor Light Roadster

chanisms. People started racing what were called “velocipedes”, two equal size wheels that looked like the bicycles of today with pedals for direct drive on the front wheels. They were found to be so slow that you had to work yourself to death to pedal much faster than a walking rate. They began increasing the diameter of the front wheels which, of course, was the only way to increase speed. One

direct revolution of the front pedal on a larger front wheel makes the bike go faster. Velocipedes were popular in England and sometime in the 1860s they stopped increasing the front wheel diameter. It was mandated that the maximum you could use for racing velocipedes was a 40 inch front wheel. After that they then developed the high wheel saying the Velocipede wasn’t fast enough and why shouldn’t one be able to race or even ride something larger

than a 40 inch wheel? So somewhere around 1870 the front wheel began to be increased in diameter.

One thing to be kept in mind about purchasing a high wheel bicycle is you can be the wealthiest person in the world with millions of dollars but there is nothing to adjustable about a high wheel bicycle. You cannot adjust the seat height, you can’t adjust the handlebar height; you had to buy a high wheel determined by the diameter of the front wheel which matched your leg length. There are charts in all of the early cycling magazines that tell you if you inseam is of a given length, you need to buy a high wheel bicycle with a specific diameter front wheel. So it became very popular in that this bike could be ridden at fairly surprising speeds compared to the velocipedes.

High wheelers were horrendously dangerous. The term “taking a header” was not developed in the 1960s and 70s; it came from the 1870s because if anything stopped the (See *High Wheelers* Pg. 5)

High wheelers

forward motion of that front wheel, be it a tree limb across the path or only a rock, you were sitting right on top of a set of bearings that are oiled and it was like a warm knife through butter. It took you directly over the top of the bike with your legs trapped underneath the handlebars with no way to get them out once you started to go over headfirst. Now you see why it is said they were very dangerous bicycles.

Ridden with a certain degree of care, these bikes were safe enough. People think there were no smooth surfaces back then but there actually were some blacktop roads in the 1880s. They were short and in very exclusive sections of town but were wonderful to ride these bikes on. They were very good for that time and that technology bicycle.

However, when the two equal-size wheels with a chain came out which was a gear-driven bicycle, the high wheel bicycle disappeared almost overnight. People were exclusively riding the new bicycles that were called "Safetys" because, of course, you didn't have this horrible chance for a fall off of a high wheel bicycle which was said to have two options. If you came off a high wheel bicycle wrong, you (1) went to the morgue or (2) went to the hospital which Tom has personally found the latter to be very true.

Tom's bicycle interest began with bicycle advertising from the 1800s. He had an opportunity to buy a large number of magazines that had bicycle ads in them and he continued doing that. Also, one day he went to a flea market where he met what he describes as two wonderful elderly ladies, approximately 87-90 years of age, selling a large portion of their estate so they both together could move into a residential care facility. According to him they appeared to be so sweet, he stopped and looked at their table. Seeing nothing of interest whatsoever, he looked through a display of some of their jewelry that was not expensive but just something they were trying to get rid of. He found a lapel pin which was a vase that you would put water in. It was very small, maybe only two inches tall with a bulbous lower section to hold the water. You would put flowers in the vase and put the pin on your lapel. On it were the words "Victor Bicycles, Best in the World". Well, he knew all about Victor Bicycles from the advertisements he'd been collecting. It

turned out he had found an article about this item stating there were only four known to exist in the world.

Oh boy! Now he just had to find a Victor bicycle. He had a Columbia Expert, an 1886 high wheel bicycle but he had to have a Victor. He made it known to other State Captains of the Wheelman that he was interested in this specific bicycle. He got a call and found out a fellow in Vermont had the size high wheel that he needed. Remember, you can't buy anything other than the right size front wheel diameter bicycle or it doesn't fit you at all and is unrideable. Tom called the man in Vermont who said he had no interest in selling at that time but it was one of the finest examples known of a Victor original rather than a restored high wheel. He told the man if he ever did decide to sell, he would be very interested in buying the bike from him. A year later, he got a call from the same fellow who said he had had some difficulties in his employment, had had to sell half of his business to his partner and was ready to sell his Victor bicycle. Tom immediately told him he would take it. As luck would have it, a good friend of Tom's was going to see his aunt in Vermont in a town very near where the Victor he was purchasing was located. He agreed to pick it up and fortunately, he had a van which had adequate room to transport it. This was all a very rare opportunity.

He bought the bike, which was disassembled, sometime in December 1998. A friend who owned a bicycle shop came to Tom's house where they put the bike together in the driveway. Tom's original high wheeler was bought by this friend and they planned to go riding together after the Victor was reassembled. It's uncertain how it came about but someone at the Mobile newspaper found out about Tom and his friend putting the Victor together. The paper did a very good article in the December 31, 1998 edition about the two of them assembling the Victor high wheeler and riding their high wheel bicycles together.

The other thing that has been possibly the most important addition to Tom's high wheel bicycle enjoyment is the fact that his wife is a custom clothier. She designs and makes clothing but the larger part of her business is alterations. *Cont. Page 6*

High wheelers concluded

Together, they studied numerous publications and catalogs then sent off for every pattern, every article, every picture of original bicycle uniforms. Believe it or not, they were able to purchase some original high wheel bicycle buttons from the 1880s to go on his uniform. Zippers weren't available until sometime around 1915 so the original high wheel bicycle uniforms used bone buttons to close the fly. Miracle of miracles, he found a full mayonnaise jar of bone buttons at a flea market. His wife made one of the most incredible, totally original high wheel bicycle uniforms for him. He bought original hats which are Greek-style fishermen's hats plus he was able to find shoes that are leather and most like the shoes worn (they are jazz dancers shoes). The outfit is so perfectly original, it could most likely win any contest for authenticity at the Wheelmen's National Convention. Therefore, Tom feels she had been the greatest addition to his bicycle hobby.

This is due, at least in part, to the fact that there is an agreement among the Wheelmen that if one is seen riding a high wheel bicycle, they will be in an original outfit. Otherwise, how would it look if someone's first time seeing a high wheel bicycle that had a rider in a baseball cap, sleeveless T-shirt and cut-off jeans? It just doesn't appear proper so one must present oneself in a full-dress uniform when on the original bicycles.

The Rothaar high wheeler has an unusual quality in that it has a front brake. Brakes were tremendous rattle-traps; they made excessive noise as you rode over nearly any road surface. Therefore, most people took the front brake off because of the noise. It is difficult to find a bike with an original front brake. Braking was most often accomplished by back-pedaling. There is no free-wheeling ability; the pedals are going around constantly. If you put pressure on the pedal as it is coming up instead of pushing down to gain speed, it slows the motion of the bicycle tremendously. You can go down fair sized hills at a slow rate by reverse pedaling by putting pressure on the pedal as it come up. This is an efficient way of slowing the bike safely without a brake.

A very rare accessory on Tom's bike is what is called a "hub lamp". It is an original piece of equip-

ment and is suspended by a leather strap from the handlebars down to just above the wheel hub. He has several he has acquired as spares.

Tom's primary opportunity to display his bike has been through the Christ United Methodist Church Car Show. Over the years, he has answered questions from literally thousands of people who have attended as participants and spectators. It has been an opportunity to present something that most people have never seen, the only original high wheel bicycle in the state of Alabama. There are several owners of reproduction high wheels that were made in the 1960s and 1970s but his 1886 Victor Light Roadster is the only fully original in the state.

There was one request that came with my doing this article. If there is anyone in the antique car hobby who reads this who has pre-1900 catalogs, books or advertisements that relate to bicycles, he would be interested in purchasing any that are no longer of interest to the owners. If you have any information on this, you can contact me and I will let him know.

We are hoping he can attend our DSR/Friends of the Mobile Animal Shelter May 19th show but our property would not be conducive to his riding the bike. This would be another opportunity for many people to see something they might not ever get otherwise.

I would like to personally thank Tom for taking the time to share his story with me. He is a gentleman in every sense of the word and I am so very pleased to have met him.



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Camellia Classic 2007 The car show that almost wasn't!

By Dick Cashdollar

The Mobile Bay Mustang Club's 14th annual Camellia Classic Car Show was held at Bellingrath Gardens on Saturday, April 14th. Traditionally one of the area's biggest shows, this year drew only a few daring entrants due to a combination of events. First was the big Loxley Strawberry Festival & Car Show in Baldwin County. Secondly, and probably of greater impact was the weather. All week prior to the show, we had watched the forecast of thunderstorms, but the updated forecast on Friday got down-right ominous, predicting a violent frontal passage and dangerous storms.



A few of us without proper sense geared up and drove to Bellingrath anyway – with one eye on the sky and one on the road. Upon arrival it became clear that it would be a long day for the Mustang Club. The band and food concessionaire cancelled, many judges were no-shows and only 109 of the 191 registered cars showed up – less than half the anticipated.

The Mustang Club did a great job of improvising however, making the best of the circumstances they faced. As the weather got increasingly dark, registrations were closed at noon and the Club awarded trophy plaques to every entrant that showed up. The 50-50 drawing was held, the major trophies awarded and all entrants were on the road heading for home by 1:00 PM. I got my car garaged about 10 minutes before the rains came.

Those of us who attended (to my knowledge, Ed Grimes and myself were the only DSR representatives) had a great time in probably the most beautiful car show setting in the region. The Mustang Club was great – making the best of a bad day and working hard to make the show enjoyable for those who attended. Hopefully their efforts will be better rewarded next year and this great show will be back to normal.

Member News

Buddy Givens is recovering ever so slowly from his last cardiac episode. He says that he has no energy but says he's hoping that's only a temporary thing. He and Anne's daughter, Malia, had surgery 4/20 in Auburn, AL. Let's send lots of positive vibes their way. **Lycyle Crowdus** had one of her IV ports for chemotherapy removed on April 20th. Keep her in your thoughts and maybe we will see her back with us in the near future. **Martha Fuller's** sister who lived in Meridian, MS passed away March 30th. The club made a donation to the American Cancer Society in her memory. Martha's mother is now at Cogburns on Dauphin Street Connector after having two hospitalizations this year. Between their daughter's 3-week hospital stay, Walt's knee surgery and her Mom's 2 hospitalizations, they are worn out. **Jim Henderson** spent four days the first weekend of this month at the Master's Golf Tournament with a **Trophy Pass Ticket**. Apparently this is like being a "high roller" in Vegas. He says he was a "rope holder" at this event when he was in high school. **Bill & Leah Musgrove** are working with their insurance companies to get everything settled after the garage fire last month. They have determined it was not caused by the Ford GT but from another source. The garage will require extensive repairs plus they have to put a value on each piece of the memorabilia that was lost. No small job. **John & Dolly Pendergrass** were out of town April 4-16. They spent the weekend of Apr 7-8 in DC where their children honored Dolly for her 80th birthday before going on to Rhode Island for a reunion with John's shipmates from the DD713 Kenneth D. Bailey, his last ship. **Nancy Thoms** was a part of the Sound of the Bay Chorus of Sweet Adelines which took third place in a recent Regional competition. **Richard & Sylvia White** have been burning up the streets & Interstates all month. They have been hitting businesses for trophy sponsor-ships for the May 19 car show plus making a trip to New Orleans this past weekend and leaving on Apr. 24th for Tampa for a week doing their Power Squadron work.

So.....what have you been doing?

From the Editor...meet DSR's new additions



Whoopee! I am so excited to have something really good to write about this month. We have two new member families to introduce to you. Well, actually, one "newbie" family and one who has returned to the fold after going AWOL.

First, the former members, **Ed & Barbara McCusker**. They both grew in New York. Ed is a licensed aircraft mechanic employed at Mobile Aerospace as a Quality Assurance Inspector, soon to retire. Barbara attended nursing school, is a Practical Nurse, also about to retire.

When they lived in New York, Ed worked for PanAm World Airways until 1992 as an Aircraft Maintenance Inspector. Barbara was employed at a local hospital as well as in a private doctor's office.

They have two sons, Gary who is 42 and works as an aircraft mechanic for UPS in Louisville KY (the apple doesn't fall far from the tree). He is married with a 12 year old son and a 10 year old daughter. Kevin is 40, married with two sons, ages 6 and 8. He is a perfusionist (blood transfer) and lives in Portsmouth, NH. Ed says he also has a PHD in something he doesn't really understand.

Ed likes to fish but doesn't seem to have enough time yet. They also have a 21 foot Toyota motor home and enjoy going to the Gulf among other places. They have a pet dog which is part Chow and part Golden Retriever that is about 12 years old named (get this!) Reddog. It seems he just showed up one day and never left. Some of their favorite things to do are eating out at Osmans or Paneras, going camping with those folks up in Kentucky they are related to and Ed driving his old Chevy!

Now, let me introduce to you **John and Debbie Bright**. They are both native Mobilians and would not consider living anywhere else. They owned Colonial Photography at the corner of Pinehill and Government Blvd. for over 35 years until they sold it in 2000. They still do some photographic work when they are "in town" (more about that later). The weekend of April 13-14-15, they spent taking pictures of over 150 little dancers of the female persuasion in their tutus (Excedrin headache #27?) and Thursday, the 19th, it was, as Debbie put it, photographing an absolutely gorgeous bride.

They are avid "motor homers" and spend as much time on the road as possible, taking their two cats along with them. They hope to start putting some of the out-of-town car shows/meets on their itinerary in the near future. Last summer they spent two months traveling up the east coast and say they had a really fabulous trip. This summer their vacation plans are to go west.

Last June they inherited the 1931 Model A Roadster that belonged to Debbie's dad - Bill Dobbs. He and her mother, Jeanne, were members in DSR's early years. A photo of the car is on the quilt that hangs in the clubhouse. Debbie's parents purchased it in 1972 and they spent seven years restoring it. Bill and Jeanne loved the tours, shows and the friends they made in the club(s). John and Debbie hope to carry on the tradition. They have begun the restoration process on the '31 and hope to have it completed in six months to a year. They say "Thanks for letting us be a part of the DSR family and we look forward to seeing all of you soon!"

Some news you can use

Through the grapevine your Editor has learned about B & D Plating/Finishing in Elizabethton, TN that specializes in small parts plating including "pot metal". I have it from an extremely reliable source that the quality of work is excellent. The owner that even he didn't think possible salvaged one piece the source took in, which he thought was beyond saving. As far as timeliness, he was told it would take 12 weeks for all the work he wanted done and 12 weeks later he picked up his parts. Address and phone number available on request.

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**Deep South Region AACA General Membership Meeting
March 22, 2007**

President Cashdollar called the meeting to order at 7:00 P.M. The Invocation was given by Chaplain Lambert Mims. The President led the Pledge of Allegiance.

Old Business: President: (1) Bellingrath Gardens will celebrate their 75th Anniversary on Apr. 7, 2007. They have agreed to pay the Club \$50 per 1930 era vehicle to be displayed from 9 AM to 3:30 PM. J. Henderson, R. & S. White. D. Cashdollar, W. Fuller and J. Pendergrass have volunteered cars.

(2) The Club birthday party was a big success with 35 vintage cars on display for the pleasure of almost 100 people. In true birthday fashion ice cream and cake were also enjoyed. A reporter and photographer from the Mobile Press Register interviewed several members and took many pictures. We had two new families to join the club after attending the event.

(3) The Spring Car Show will be May 19. Richard & Sylvia White have again agreed to lead the effort and will appreciate assistance from the members. Items of interest include obtaining sponsors for the various classes of cars with a cost ranging from \$10 to \$100 depending on what the sponsors wish to do. Net proceeds from the show will be shared with Friends of the Mobile Animal Shelter.

(4) A volunteer is needed for Activities. (5) No activity to report on the Clubhouse code development.

Vice President: Reported that lawn care was needed starting with March. Jim Henderson volunteered to prune/trim the trees on the clubhouse grounds for the car show and remove all debris.

Secretary: Requested the February minutes be approved as published in the *Sparkplug*. Motion made, seconded and carried.

Treasurer: Presented the Financial Report to those in attendance. Motion made, seconded and carried to accept report.

Editor: Reported future newsletters will be distributed via E-mail to all those that have the service starting in April. For those not equipped to receive E-mail, the newsletter will continue to be delivered by USPS. The editor asked members for ideas or stories they would like to have in coming issues.

New Business: Vice President: Suggested that the building be tidied up by all members attending the meeting before leaving .

Announcements: It was announced that Webmaster Herb Thoms had received an AACA 2007 Award of Merit for his work on the Club's website. CONGRATULATIONS, Herb!


Welcome to our two new member families, John & Debbie Bright and Ed & Barbara McCusker.

Attendance for this meeting was 17 and Buddy Paquet took home the 50/50 pot drawing.
Meeting adjourned at 8:05 PM

John Pendergrass, Secretary

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2007 Dates to Remember

- Apr. 26 DSR Monthly Meeting at the clubhouse 7:00 p.m.
- Apr. 28 MOPARS at the Battleship sponsored by Southern Mopar Assoc.
More Info: (251) 653-1071
- May 5 CAR-B-Que sponsored by Fountain of Life Church 1277 Jubilee Drive
Saraland, AL More Info: Contact Joe Hulett (251)680-3132
*These nice folks changed the date of their show so as not to conflict
with the DSR show on 5/19/07. LET'S SUPPORT THEM !*
- May 5 9th Annual GNAT Nationals Bay St. Louis Train Depot benefiting
multiple charities. More info: Terry Poore (228)216-1259
*Need a DSR volunteer who is not going to the Fountain of Life Church
Show to distribute fliers at this show.*
- May 10-12 *AACA Southeastern Spring Meet – New Bern, NC*
- May 19 DSR/Friends of the Mobile Animal Shelter Spring Car Show. Lots of
help needed. Please don't wait to be called, volunteer!
- May 24 Monthly meeting at the clubhouse 7:00 p.m.

Check the next two pages for the car show flyer and a newsflash



Friends of the Mobile Animal Shelter



SPRING CAR SHOW

BENEFITING: CITY OF MOBILE ANIMAL SHELTER

WHEN: MAY 19, 2007 - REGISTRATION 8 AM, TROPHIES AT 3

WHERE: DSR CLUBHOUSE, 951 FOREST HILL DRIVE,
MOBILE, AL

- SHOW WILL FEATURE:
- 4 CATEGORIES WITH 10 TROPHIES PER CATEGORY
- PREWAR (1941 AND EARLIER) CLASSICS
- POSTWAR (1942 AND LATER) CLASSICS
- STREET RODS / MODIFIEDS
- MUSCLE CARS (1960 AND LATER)
- MANY "BEST" TROPHIES: CORVETTE, CAMARO,
- MUSTANG, MOPAR, TRUCK, MOTORCYCLE, INTERIOR,
- ENGINE, BEST OF SHOW (A SIX-FOOTER!).
- "PEOPLES CHOICE" AWARDS - PRE AND POST WAR
- SILENT AUCTION
- SHELTER PET ADOPTION (1 PM TO 3 PM)
- MUSIC AND FOOD (AVAILABLE)

Name: _____ Address: _____

Vehicle (s) year/model: _____

Category desired for vehicle (s) _____

Club affiliation: _____ Miles driven to show (1 way) _____

Pre-registration \$ 20.00 per vehicle. Day of show: \$25.00 per vehicle.

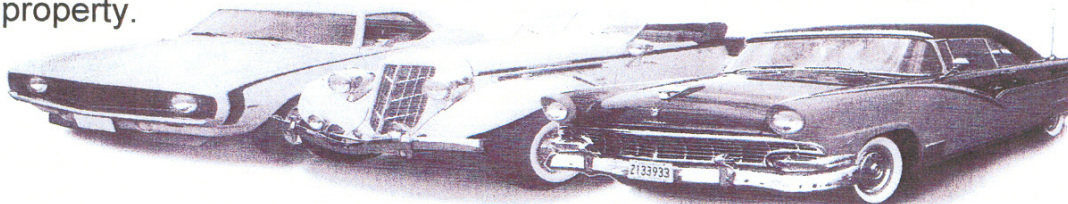
Pre-registrations must be received by close of business May 4, 2007

Mail checks to: Patt Paquet, 4963 Freeway Lane, Mobile, AL 36619.

FOR MORE INFO CALL 251-344-9044

OR VISIT OUR WEBSITE: <http://local.aaca.org/deepsouth/>

Entrants completing this form release DSR, AACA, and anyone else connected with this show and its sponsors from any and all known and unknown damages, losses, claims, and/or judgements from any cause whatsoever that may be suffered by any entrant to his/her person or property.





FROM YOUR CHAIRMAN OF BUILDING & GROUNDS

In order to get moving on the restroom remodeling project, I had an impromptu meeting Tuesday, April 17th with our resident building expert & DSR member, Jim Henderson.

After looking the situation over, he feels what has to be done to equip the clubhouse with a handicapped restroom for somewhere between \$1,500 - \$1,800. That includes a handicapped toilet, lavatory, 36" door with proper handles, grab bars and flooring & most of the labor cost.

He plans to be at the April 26th DSR meeting and will be glad to answer questions as well as showing what he feels will be the best way to do what has to be done for the least expense.

Please attend this meeting in order to offer any suggestions you might have as well as find out how we will be spending our money.

Patt Paquet