

**Your September issue of The Sparkplug follows this page
There are 11 pages in the newsletter**

NEWSFLASH !! Frances Dillehay had surgery Saturday Night (8/18)
More details will be E-mailed as they become available

2007 Dates to Remember

Aug 23 Monthly meeting in the clubhouse 7 o'clock

Aug. 23-25 AACA Central Fall Meet – Moline, IL

**Sept 1 “It’s All About Kids” Car Show benefiting 2 girls with cancer, 1 AL and 1 in MS ~ Pre-registration \$20 first vehicle/\$15 second
Pre-registration deadline Aug. 8th ~ DOS registration \$25 first Vehicle & \$20 second. Proof of insurance required. Location Same as last year (Theodore Middle School) Info: (251)661- 5017**

Sept 6-8 AACA Western Fall Meet – Canyon, TX

**Sept 22 Brewton Lion’s Club Car Show in downtown Brewton. Flag Ceremony 9 AM, awards 3 PM. Top 40 and 15 “Best of” awards
More Info: (251) 867-4781**

Oct. 1-7 CRUSIN’ the COAST !

Oct. 10-13 HERSHEY !!

More October listings in September newsletter



The Sparkplug



Deep South Region A.A.C.A Newsletter Vol. 41 No. 8 August 2007

First DSR “ Progressive Garage Tour” big hit with members

By Patt Paquet

Who would have thought that on the last day of a red-hot heat wave 27 members and eight guests would brave mid to high 90s temperatures to go from place to place just to look at old cars and where they are kept?

Something, somewhere, stimulated them, many of whom were driving older cars without any air-conditioning to spend at least four hours going from one place to another to look at what their fellow members have in the way of vehicles and where and exactly how those pieces of automotive history are housed.

Most of the members taking part gathered at the clubhouse starting at 8 o'clock August 18th to have coffee and KK doughnuts before beginning the tour. Several more members caught up along the way or joined the group at lunch time.

Leaving the clubhouse and following our leader, who just happens to be our club President, it was off to see Dick's bomb-shelter type garage that resembles an expensive auto parts /E-Bay/ car nut addict's refuge. Seriously, Dick has put in many hours making his workshop/storage facility a place to enjoy as well as be proud of. With so many not-too-small bodies crowded into a space filled with cars and other automobilia, and even with fans running, it got quickly got hot.

Following a short cooling-off period outside, it was time to listen up as Richard White gave some information in addition to the printed directions he and Sylvia handed out on how to get to their home. Once we cleared the Cashdollar's subdivision and managed to get across Airport Boulevard, sometimes known as Suicide Alley, we were on our way. There was a designated pull-off in order to get everyone back together about half way through the journey.

Once we were over in the Navco area, it was basically a slow traffic, shady drive toward the Dog River area. Arriving at the White's home with Traffic Officer Sylvia out front directing the cars to parking spots, we all breathed a huge sigh and decided we had gone far enough, there was no point in ever leaving.

Their home on the waters of Dog River with cool breezes drifting through was just the reviver we needed. After a brief respite to cool down, have cold water and ice cream, the guys went to

the three garages and the gals found cool places to sit and chat. Richard has his father's Cadillac, which is one of the last heavy models. He hopes to restore in sometime in the future and use it as a touring car.

They have a lovely home on what appears to be three levels and their yard is to die for. Shade

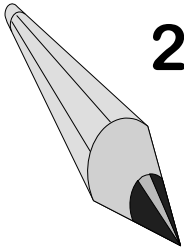
trees, a boat house, a gazebo with a ceiling fan, bubbling fountains scattered around here and there, garages filled with a Model A, two 'Vettes, a heavy-duty tow vehicle and a goose-neck travel trailer. Who could ask for more? Had it not been for our Presidential Leader prodding everyone to hit the road, we might all still be sitting around underneath their deck watching the river traffic.

Although most everyone on the tour had been to the Paquet home previously, Buddy lead the way using Halls Mill Road to provide shade and some cooler driving for the old cars. We arrived en mass and the group again split up with the men folks heading for the garage and the lady folks into the sunroom and den to inhale some AC. This was the third stop and the last one before lunch at the Henderson's museum. (Continued on Page 9)



Thirty-something DSR members in front of the Cashdollar garage – Photo by Ron Colquitt

Photos from Tour appear on Page 11



2 the point

In spite of a sweltering hot day, last Saturday's first DSR "Progressive Garage Tour" was a big success. A large happy crowd of people in a caravan of interesting vehicles, old and new, had a great time looking at four very different car venues. Many thanks to the Whites, the Hendersons and the Paquets for all their hard work in making this happen. Clearly, this is a popular outing that we will have to do again – on a cooler day!

I will be absent from the August DSR meeting. I'll be in Las Vegas for the week at a Major Cities Police Chiefs/Department of Homeland Security meeting. A dirty job, but someone has to do it. I don't have any agenda items of consequence, and I'm sure that V.P. Patt won't have any trouble handling the meeting.

One thing that will be on the "front burner" for the September meeting will be the formation of the Nominating Committee for the 2008 slate of officers. For the long-term health of the club, we need new blood in the leadership ranks. The same small handful of people can't be expected to do all the work all the time. I won't be running for reelection as your President, so the Nominating Committee will have some hard work ahead of it. I trust the club will step up this challenge, and I will certainly do all I can to help insure a smooth transition.

I understand that Frances Dillehay was hospitalized on Friday before the Garage Tour. Let's all keep her in our thoughts and hope for a quick recovery.

No question about it, our speaker at last month's meeting, Shane Palmer from Bay City Tire & Wheels was just what we needed to help us with our old car tire problems. He offered a lot of good advice plus some interesting news about what is happening in the "tire world".

Dick Cashdollar, President

How 2 reach us...



Officers

President: Dick Cashdollar	(251) 344-9044
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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 Antique a vehicle is not a requirement for membership.*

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Turning a carport into a garage is a doable project

By Steve Goren

Starting with the first year we bought our classic car it became evident that along with the vehicle, we needed a place to protect it from the elements and a place to learn how to work on it. We placed it in our carport, which provided some protection from rain and sun but not humidity and wind-driven precipitation. The carport also was not friendly to any mechanics trying to turn wrenches.

I began looking into the feasibility and cost of converting the carport into a garage. First I went to my neighbor, Wayne Askew, who is a building contractor to see what would be involved in such a project and what the cost might be. After a great deal of measuring and calculations, we came up with the plans and the rough idea of the finances involved.

We now knew it could be done, but with current family expenses, such as a teenager playing hockey all over the country and college plans only a short one year away, the cost became a prohibitive factor. Fortunately, with my neighbor volunteering his expertise as a builder and the labor force of myself and Trevor, the cost dropped significantly.

Next, I went to DSR member Jim Henderson, owner of Mobile Lumber, to see what the actual cost of materials would be. This included wood, windows, doors, electrical, etc. He gave me some really good advice on how to build a good garage, how to save money here and there but not by cutting corners. This put the project almost within reach.

Last, but not least, was to contact DSR members Bill and Leah Musgrove who own and operate Y-Paint Company. They were able to steer me in the right direction, within my budget, on the vinyl

siding needed to match the new walls to the existing siding. This completed all the necessary pieces of the puzzle to make the dream of a garage come true.



We installed the standard roll-up door plus the essential walk-thru door.



Air conditioning sure helps in Mobile, AL

After dedicating several weekends and a vacation day or two, we now have an enclosed home for our 1958 Chevrolet Biscayne. This dream would never have become a reality without the help of a really good neighbor (who just happens to love antique and classic cars) and some wonderful members of our car club family. This goes to show how our car club helped make our dreams come true.

Maybe some day in the future, Trevor and I will spend some time expanding the storage area to hold more parts, tools, etc. It was a good experience for both of us working together on a project which told us we would not want to make a living being carpenters.

Without people coming together in this world to make a difference in each other's lives, none of us would be able to accomplish nearly as much. Thanks (again!) so much to those who helped. Now we are able to protect our car from the elements, have a comfortable place to work on it plus store all those necessary tools. What started out as an open-end, free standing carport with a concrete floor that would hold only one vehicle and did not provide much protection from the elements was transformed into what we have today.

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Finding the DeSoto a home...or building Maurice's toy box

By Paul Dagenais

It has not been eight (8!) years since I dragged the '56 DeSoto home from Dallas with grand aspirations for a speedy restoration. How naïve I was, and probably continue to be, about the ease and speed with which restorations occur. The body is currently still on a rotisserie with the second quarter panel partially attached. *I know*, pathetic.

During this project, the DeSoto has had three homes. It started at my friend Tommy's workplace until they moved to a new location. Then everything was moved to the house. A two-car garage is not the place for restorations. You just can't move around and you can't leave items about when you stop. I arranged to jointly build a small shop on the back of the new location of Tommy's workplace. This has been successful but often problematic. So, when my father Maurice died, he left me the means to put up a building. As this has proceeded, I've started to refer to the eventual building as "Maurice's Toy Box". I think he would have liked the label and the concept although he would have groused, without end, about the expense. Anyway, the search for property began about 2 years ago.

Last year piece of land was located in the wilds of west Mobile County approaching the wilds of east Mississippi. Once the majority of it was cleared, it turned out to be a really nice spot. There are two huge oaks at the back of the property with various pecan trees spread around. So restful and peaceful if you ignore the 12-year-olds shooting guns (unsupervised, of course!) out on the road.

I have never before built anything from scratch. I have been restoring a house in midtown since 1994 and think it is close to getting finished. Anyway, in December a meeting with the folks at ACE Metal Buildings produced something I liked; a 50 x 30 feet building with 12 feet walls, a single rollup door and an entry door. It was to be insulated. I originally wanted a red building with white trim to have a barn look –

however, others prevailed and a tan building with dark brown trim has resulted.

The starting point was a second percolation test. The bone-headed seller had the first one done at the front of the property despite requests to have it done at the back of the lot where the shop was to be located. The lot is over 650 feet deep – thus the second test. Once this was done, we started the permit dance. Permits! Permits! And more permits – and someone said, "You are lucky to be building out in the county." One initial problem was that there was no street address. Unless you are building a residence, the county will not issue you a real address. Thus, the property for Maurice's Toy Box became "0 Ashton Road, Lot 4". Of course this led to all sorts of problems when providing addresses and directions to various service folks.

With the property cleared and the perc test complete, a permit was obtained for a septic system. Fortunately, this went well. Everything was installed in one day and that included the inspection. Beyond seeing the septic tank on the truck when it arrived, the only thing seen after that was red dirt spread around and four branches of trees outlining the location of the tank.

Next began the next dance, the one with the various professionals. Dirt had to be brought in and spread for the concrete people. Before the concrete could be poured, the Plumber had to come run the pipes for the water supply, the toilet, shower, lavatory, work sink and outside faucets. Before the plumber could do this, the water company had to bring water from the front of the lot and set up a water meter. Once this was done, the plumber ran miles of pipe to get from the street to the building so he could set up his pipes. Then it was wait for the plumbing inspector. With this out of the way, the guys arrived and started setting up for the slab and then it was wait for the concrete inspector. And, of course, in the middle of all
(Cont'd on Page 5)



Looking from the roll-up door inside. Note the traffic light to let you know if you may enter.



Looking from front back toward roll-up door. Work sink in corner next to fully equipped bathroom

Home for the DeSoto

this Tracy had open heart surgery and his majordomo activities came to a screeching halt. So, I was trying to get out to the site to oversee things like the unloading of the metal building then rushing back to work to see patients or teach. Life was quite hectic at this point, especially as I had to deal with three frantic young adults who invaded the house to watch over Tracy's hospital proceedings. Fortunately for me, Holly, his daughter, came to stay allowing me to attend a conference in New Orleans.

Oops! I've forgotten about the arranging for power and the electrician. Tracy had taken care of most of this before his surgery, but the power had not been brought to the lot before he be-came ill. Actually, this was straightforward except for having to have the power pole relocated because no one could figure out the orientation of the lot. Thus Sam, the electrician, thought north was west and acted accordingly. The cell phone conversation went something like this:

Paul: Okay, turn so you face the two big oaks, that's north.

Sam: No, that's west.

Paul: No Sam, trust me, it's north.

Sam: Have you been out here?

Paul: Yes, that's north. So turn to your left and march off 15 feet – put the pole there.

Sam: Are you sure?

Paul: Yes, Sam. You can see the neighbor's fake deer with the arrows sticking out of it (I kid you not.) It should be right in front of you now.

Sam: Ah! Got it. (Phew!)

When the slab was complete, the actual erecting of the building was quick (a day and a half) and uneventful. Then the next dance began, the one with the builders and the inspectors. John, the contractor, framed in the bathroom and half of one side wall. Then Sam came back to run power to the building, set up the switch box, wire the bathroom, put in one row of ceiling lights and an outside light. It was wait for the inspector. Meanwhile, Richard, the plumber, came and set up his inside plumbing for the bathroom and work sink. And it was more of waiting for the inspector. With both plumbing and electrical inspections done, John, the contractor, returned to put up the walls and paint, then Sam set the switches and such while Richard placed the fixtures. With that done, I called the county for the

final building inspection, waited for him (he was late) and he walked into the building, looked around for at least a minute and a half, grunted approvingly and initialed the green permit before he left. Finally! It was good to be workmen and inspector free! Unfortunately, there was exposed insulation, one row of four fluorescent lights, and a dirt covered concrete floor.

So, what's happened since then? As you can see from the photos, quite a bit. A concrete apron was added to the front and a small pad for the compressor. Installation of a five-ton AC and furnace unit (that works really, really well!) is done. Tommy and I put up walls all round the shop, ran 12 power outlets (probably too many – Sam had installed a 220 outlet), 13 more 8-foot fluorescents and three ceiling fans. We event put of sheets of plexiglass around the work sink! Another friend, Harley, came and wired up the 80 gallon compressor and we ran the piping for that. After much discussion, I decided to paint the walls (after priming) a blue-gray color and to finish the floor with a cobalt blue epoxy paint with white, gray and black flecks. This type of floor paint is wonderful, but I will give everyone a bit of free advice – do not let the guys sprinkle the fleck. I don't care if you have to kidnap her, get a woman to do this. We made a very uneven job of it until Tommy's wife, Rhonda, took over- it must be doing all those crafts or something.

Anyway, as you can see, it's a really nice new shop with clean shiny floors, lots of posters and cool temperatures. It's going to be a total shame to stuff it full of DeSoto parts (lots of which is old and grubby) and get the entire place dirty. Which was done Saturday, June 16th. Who knows, maybe the car will get finished within the predicted 10-year window. I for one, am not holding my breath.



Four steps to a neater garage, just in time for spring

The following is copied from the Mississippi Coast Mustang Club's newsletter edited by Mike Ebl who is a DSR member.

There's a big difference between driving a car into a garage filled with a jumbled mess and one that is tidy and well kept. But not everyone can afford to – or wants to – hire a garage organization company to do the work

And that's fine, said Donna Smallin, author of "The One-Minute Organizer", because with some extra time and hard work homeowners can get some order on their own. It's retaining the clean garage that is the real challenge.

"Organizing is not a one-time project, it's a process", she said. That's especially true for the garage where items not needed in the main part of the house often get hidden away. Below are some tips on how to clean up your act and maintain a neat garage:

➤ 1. Take inventory

Before buying a single organization product, know what's in the garage to begin with. And start removing items that aren't needed. "We get stuff out of the house because we don't want it anymore...but we leave it in the garage. Go in and pick out things you really don't need anymore", Smallin said.

Make the easy decisions first, said Barry Izsak, author of "Organize Your Garage in No Time". "Start with the things that are unemotional and you can easily pitch right away." It's easier to pitch a broken VCR or the "10 years accumulation of magazine molding away in a corner" than items that are sentimental.

Keep things that are still useful and relevant and are able to be stored. For the tough decisions, ask, "What's the worst thing that can happen if I get rid of it?" Those planning on unloading unwanted items at a garage sale should try to start collecting things in one place. Or donate the items to charity, getting receipts for tax deductions.

➤ 2. Think in zones

The best way to store objects, separate them by use. For instance, sporting equipment should have its own space, as should outdoor lawn care items and car washing supplies. People are more likely to put things where they belong if it's obvious where they belong. If there's no organization, things get put wherever because it doesn't seem to matter. Items used most frequently should be the easiest to access.

➤ 3. Shop for supplies

After creating a plan of where items will be placed, start thinking about what organization supplies might be best to hold them. "I'm a big believer in hanging things in the garage because we're limited with floor space if we want to park cars in there," Izak said. Consider pegboards to help organize. Another common way to keep costs down is by reusing old shelving items from the house, including old kitchen cabinets and bookshelves.

The upside to purchasing cabinets specifically made for the garage is that they're often longer, allowing the homeowner to store more behind closed doors. Bicycle hoists keep bikes elevated off the ground and can be purchased for about \$35. Also there are shelving units that mount from the ceiling and drop down.

➤ 4. Keep it clean

Once the job is complete, go out to the garage and clean up every three months or so Smallin said. Those who want a reminder might choose to subscribe to Homefree.com, an online service that keeps track of a home's maintenance schedule, she said. Smallin works as an organization expert for the firm, which charges an annual fee to send e-mail reminders about jobs ranging from inspecting the water heater to flipping the mattresses. The most important element of an organization project is the follow-through, Izak said. "The biggest reason for clutter and disorganization..." it's not a bad system, it's because the person didn't maintain the system," he said.

A Hagerty Collector Network Garage Tip

Much of the danger to your vehicle(s) comes from other items stored in your garage or storage building. Rakes, shovels, lawn furniture, bicycles and anything else hanging on the walls or leaning against them can be a threat to your cars. Tools, chemicals and lumber can easily fall from racks and shelves and a frequent cause of collector car loss.

Maintaining a "clear" space of three to five feet around each car and not storing items above a vehicle are obvious precautions to reduce the possibility of damages.



From the Editor...

There are times when it is best to let someone else put in their two cents worth. This is one of those times.

I am firmly convinced the old adage which says, "*Great minds run on the same track.*" is true. That seems to be the case when it comes to radial tires and vintage vehicles. The speaker at our last meeting, Shane Palmer with Bay City Tire & Wheels, and Richard Prince, an experienced auto restoration professional and contributor to *Auto Restorer* are in agreement on this subject. Read on and see what you think.

The following pertains to discussions over several month's time regarding the use of modern radial tires on vintage rims that originally wore bias ply tires when new.

We got quite a few letters on this subject, with some readers strongly warning against using radials on older rims and some readers saying how they've done so for years without any problems.

I have been using radials on my vintage cars for more than 25 years, driving some of those cars many tens of thousands of miles without a single problem. At the same time, however, given the consequences of a sudden rim failure, it is essential to recognize that some people apparently have experienced real problems.

In thinking about this further, there is no doubt that radials do impart greater loads on the rims (and other parts that are impacted by the loads tires deliver) so it is entirely logical that they can cause rim failure that would not otherwise occur with bias ply tires. It is equally logical that this would be more likely to happen with a rim that is already compromised for some reason, such as weakening caused by corrosion or metal fatigue. (For example, from a rim that got bent and was then straightened). It is also more likely to happen to a rim that is relatively weak by design.

Several years ago an engineer with GM described for me the incredibly involved and strenuous design and testing procedures a new wheel had to go through before it was released for production and installation on a GM vehicle. He also discussed how wheels had to be able to withstand much greater forces than they could possibly be subjected to when put into actual service. The huge "margin for error," he explained, was essential because of the dire consequences that would almost certainly result from a wheel failure.

We would like to think that all wheel makers and all car companies took this approach over the years, but unfortunately, it's not difficult to imagine corners being cut on occasion. Also, consider the fact that rims that were

properly designed to be perfectly safe on one vehicle may easily end up on another vehicle where they are at considerably greater risk of failure. This is entirely possible if, for example they end up on a significantly heavier vehicle.

So with all of this in mind, I urge everyone who has or who will install radials onto a vintage vehicle that did not come with them originally to carefully consider the integrity of their rims. If possible, play it safe and upgrade your rims to newer examples that both fit your car properly and were designed for radial tires.

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Some auto tire "firsts"

The pneumatic, or inflatable tire, was invented by J. B. Dunlop in 1888, and adopted by Henry Ford and the Duryea brothers in 1896.

Charles Goodyear invented vulcanized rubber, which was later used for tires, in 1844.

Andre Michelin was the first person to use pneumatic tires on an automobile, although not successfully.

In 1903, P.W. Litchfield of the Goodyear Tire Company patented the first tubeless tire. However, it was never commercially exploited until the 1954 Packard.

Mountable rims were introduced in 1904 which allowed drivers to fix their own flats.

Frank Seiberling invented grooved tires with improved road traction in 1908.

B. F. Goodrich invented longer life tires by adding carbon to the rubber in 1910.

Phillip Strauss invented the first successful tire in 1911. It was a combination tire and air filled inner tube. His company, Hardeman Tire and Rubber Company marketed the tires.

Goodrich also invented the first synthetic rubber tires in 1937 made of a patented substance Chemigum. **Information from About.com:inventors**

Car memories from the past

Contributed by Nancy Thoms



The above picture is of my mom and dad, Harry and Evelyn Burge shortly after they were married in 1936. This was their first car and I believe it was a 1935 Oldsmobile.

The picture was taken in Locust, NJ which is near the central Jersey shore. They were both in their early 20s and the house in the background is the one we lived in when my younger brother and I were very young. The house burned down Dec. 7, 1941. Pearl Harbor Day! We were in the house at the time but luckily everyone got out OK. My parents eventually bought the house after it was rebuilt and Herb and I lived there in a three room apartment the first two years we were married.

Dad was in the Navy during WWII. He was in the SeaBees and about to ship out from California to the Pacific Theater when he was given a discharge because my mother had my youngest brother.



That is my grandfather you can see through the middle window glass and the car is most likely a 1936 Olds. He kept it polished to a show-room shine and drove it only on Sundays. I can remember riding with my grandparents to Ft. Monmouth, NJ and that they would pick up soldiers who were going both ways.

Contributed by Paul Dagenais

My Cousin Gaeten sent me the photo below a while back. It is from 1941 and is of the wedding of my Aunt Marilda (or Millie) to my Uncle Doug.

The car on the right is a 1935 Ford Coupe and the one in the background is either a 1929 or 30 Chevrolet or it could be a late 1920s Hupmobile. We may never know. Although you can't see it in the picture, the left front fender is damaged just above the bumper and the headlight seems to be held together with black electrical tape.

The picture was taken in Sudbury, Ontario, Canada during the summer, thus the absence of parkas, boots and toques. The people, from left to right are, my Uncle Charlie Dagenais (a flaming redhead), the groom – Uncle Douglas Reynolds – his frowny wife – my Aunt Marilda, (nee Dagenais), and last is my Day, Maurice Dagenais. My Dad, who died in 2005, believed he looked as good in 2005 as he did in this photo.



My Aunt, who is now 94, is the only surviving person from the picture. Her health, unfortunately, is not good but she keeps rallying. My mother, who couldn't stand her, would have said she continues on fuelled by dominance and spite. As my students would say, "You go, Girl!"

NEWSFLASH !!!!

Frances Dillehay was admitted to the hospital the end of this past week. She had surgery Saturday night (8/18/07). No details at newsletter print time. Will send E-mails as more information becomes available.

Member News

By Ima Nosey

Ladies and gentlemen of DSR, I have to tell you that when it gets as hot as it has been since the first of this month, nothing moves that doesn't have to and not a soul does much more than that. Can you believe hovering just under the triple digit(s)?

However, some folks do enough to give me the opportunity to share what's been happening in their lives, some good, some not so good.

Carl Bailey continues his volunteer work with the DAV which has turned into nearly a full-time job. I was told he leaves town on Thursday and gets back home on Tuesday. **John & Debbie Bright** are on a motor home trip out west for about six weeks. **Paul Dagenais**, on summer break from USA, spent a week touring Cape Cod, Martha's Vineyard and Provincetown, RI Aug. 2-9. **Don Dillehay** flew to Canton, OH to attend his sister and brother-in-law's 50th wedding anniversary. He was able to spend a week visiting with all his family thanks to his stepson staying with Frances. **Jerry Finley** recently had outpatient dermatological surgery on his ear and is mending well. **Steve, Kathy and Trevor Goren** took in everything to be seen in Disney World July 29-Aug. 5. The Henderson clan hasn't fared too well since the last meeting. **Scott Henderson** was involved in a nasty vehicle accident but came out of it with only bumps and bruises. **Jim & Nancy** had a leaky ice maker that managed to water-log the ceiling over their garage causing it to drop on their vehicles. **Mallory Henderson** and her girly cousin, Taylor Galloway who will be DSR next newest member, spent two weeks at camp in North Carolina before starting back to school. The good news is the Henderson's 1951 Ford Crestliner was pictured on page 34 of the July/August issue of the Antique Automobile magazine. The picture was taken at the New Bern, NC meet. **Ed & Barbara McCusker** left July 17 for Portsmouth NH where their youngest son has a home on the Atlantic Ocean. Their older son and his family joined the clan to spend some time before mom and dad returned to Mobile July 23. **Lambert Mims** said he would like to have been up in the Smokey Mountains during the recent heat wave but **Reecie** they would tough it out at home.

Garage Tour concluded

After more cold water and lemonade the ladies, being somewhat more comfortable, pitched in to help with pre-lunch activities. The meal was a catered sandwich buffet by Creative Deli & Catering that I picked up and took to the Henderson's car museum. It didn't take long to put the spread out but everyone was so intrigued by the automobiles, it did take a couple of rings of the dinner bell to get a line formed.

This was the last stop and the members and guests really relaxed. They took their time eating lunch, wandering through the cars and generally enjoying each other's company. When everyone had had their fill of food and fellowship, Jim announced that he was ready to open the "other building our viewing pleasure".

It is only about 250-300 feet from the original Deep South Antique Car Museum over to the other facility where the cars that are on the "To Do List" are housed. He has recently had five or six Back Yard Buddy lifts installed to eliminate having to move cars needing work out to his Lundy Road repair shop. Everyone thoroughly enjoyed the opportunity to visit both places.

The day ended when ever you were ready to leave. I can say enough members are anxious to do this type of outing again and one will be planned for possibly late October.

DSR members attending were **1 Cashdollar, 1 Crowdus, 1 Dillehay, 2 Fullers, 1 Givens, J & N Henderson** with granddaughter Taylor Galloway plus a friend from Mississippi, **S. Henderson** with friend LouAnn, son Travis, & daughter **Mallory Henderson, 2 McCuskers, J Martin** with friend Foy Bobo, **1 Metclaf, 2 Musgroves** with guests Mike and Betty Cramer from the Louisiana Region AACA, **2 Paquets, 2 Pendergrass, 2 Thoms and 2 Whites.**

We were especially pleased to have as our guest for the entire tour driving their early 90s Miata Ron and Vicki Colquitt. Ron took large number of pictures which will be posted on our Region website in the very near future. Thank goodness he was there plus Scott had brought his camera along. Mine was working fine at the clubhouse but by the time we reached the Cashdollar residence, the gremlins had captured it and refused to give it up.

Deep South Region AACA Minutes July 26, 2007 Meeting

The President called the meeting to order at 7:00 PM with the Invocation and Pledge of Allegiance following. The Salad Supper held prior to the meeting was a welcome change for the ladies who did not have to prepare dinner before coming to the meeting.

The President introduced the evening's speaker, Shane Palmer, of Bay City Tire & Wheels, Inc. The representative gave a presentation on tires, the care and reasonable expectations for different types and usages. There was a lively discussion on aging, effects of air pressures and inflation with nitrogen rather than air.

Old Business: The President reported on the successful procurement of dash plaques for participants in the Club's car show in May. The new vender was praised for the quality of the plaques, the promptness and price. Edward Grimes, III was thanked for the electrical work he has done for the club on our property. All of the lights are again working.

The minutes of the last meeting and the Treasurer's June report were accepted.

Neither the Editor nor the Member-at-Large had any Old Business.

The next club activity will be a visit to the garages of club members followed with lunch on Saturday, Aug. 18th. The event will begin at the clubhouse at 8:00 AM.

Jim Henderson presented a report of the building committee regarding modifications to the clubhouse to get into compliance with building codes. It was agreed that the costs proposed would come from club funds.

New Business: The President announced that due to business requirements he would not be able to attend the August meeting.

The Vice President reported that (1) the refrigerator need to be replaced. It was agreed the replacement should be a basic model and the cost should be less than \$400.00; (2) the clubhouse had been thoroughly cleaned and requested the cleaner be paid \$30.00.

The Treasurer's report for July was accepted with an addition of \$1600 from the May car show proceeds to the July balance.

The Editor recommended that the lease for maintaince on the copier not be renewed.


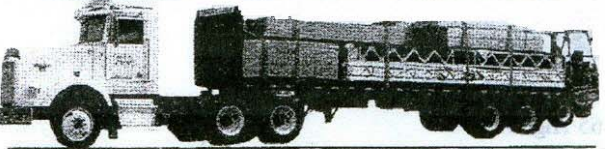

There was no report from either the Member-at-Large or Activities.

The 50/50 pot went to our visitor, Mr. George Young.

The Club voted to take a ½ page age in the souvenir program of the Sweet Adelines fall competition.

The meeting was adjourned at 8:18 P.M.

John A. Pendergrass, Secretary

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Photos from August 18th DSR Garage Tour

