

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

2008 Dates to Remember

- Jan. 1** **New Year's Day**

- Jan. 5** **Ridgeland, MS—Annual Mississippi statewide car club planning meeting. All MS clubs are welcome to send a representative. Meeting starts 10 AM at Western Sizzlin' Restaurant on Lake Harbor Drive in north Jackson, MS For more info, contact Jack at (601)937-1928 or CW at (601)833-4606**
- Jan. 18-20** **39th Annual World of Wheels inside the Louisiana Superdome. Info: (985) 646-2250 or www.worldofwheels.com**

- Jan. 19** **DSR's annual Catfish Run to David's Catfish Cabin. Meet at the old Argio's location on the Causeway at 11:30 am. Don Dillehay would like to know by Thur., Jan 17th if you plan to attend so he can let the restaurant know how many to expect. His number is 602-0998. This is a "Not-to-Miss" event.**

- Jan. 24** **DSR Monthly meeting at DSR Clubhouse—Possibly more details to follow**

- Jan. 25-27** **16th Annual Diamondhead (MS) Winter Rod Run presented by the Southern Who Street Rod Assoc. Info: (985)630-7358 or www.soluthernwho.com**
- Jan. 26** **Senior Bowl at Ladd Stadium**



**2008
Dues
Notice**



AACA Dues.....	\$35.00
DSR Dues.....	<u>15.00</u>
Total Amount Due:	\$50.00

If you have paid your AACA dues direct to headquarters, please notify the Treasurer, Tracy Metclaf, when you pay your local dues.

Mail payments to Tracy Metclaf, 58 Julia Street, Mobile, AL 36604. For questions call 433-0270.

This will facilitate publication of the 2008 Membership Roster and eliminate the Editor having to call HQ to determine if your National dues have been paid.

Your assistance and prompt attention to payment of dues will be greatly appreciated.

Thank you,

Buddy Paquet, Editor

Kindly print and send with your dues check in order to prevent any errors. Please write your AACA number on the notation line of your check



The Sparkplug

Deep South Region A.A.C.A. Newsletter Vol. 41 No. 12 December 2007

Deep South Region Christmas Party

By Herb Thoms



Members of DSR, family and friends gathered for our annual Christmas party-meeting on Sunday, Dec. 16th at the clubhouse. Thanks to Lycyle and her helper, Debbie Bright, the tables were festively decorated with poinsettias and mini-

sleighs loaded with pine cones, Christmas packages and decorations. There even were real pine boughs on the tables. All of this helped to get us in the spirit of the season.

All enjoyed the catered meal of Italian chicken breast with scalloped potatoes, pecan green beans, tossed salad, rolls and two types of delicious pie.



During a short meeting after the meal, 2007 President Dick Cash-dollar thanked all of the outgoing officers and wished the best for the incoming officers.

Lambert Mims, the incoming president for 2008 presented Dick with a plaque in recognition of his work during past year as our president.

It seemed that most everyone enjoyed the event being held during daytime hours. This allowed those who no longer drive at



Thank you, Dick!!

night the opportunity to attend and participate with their fellow club members.

What "car guys" want for Christmas

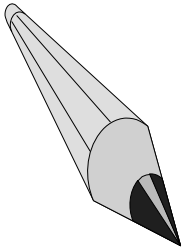
By Santa's Elf No. 287

I am sure that all of you agree that few, if any, of us still believe in Santa Claus. However, it occurs to me that **IF** any of the wrench-heads out there still do, they would make a list of the things they would **REALLY** love to have under the tree on Christmas morning. That is if any of the gifts would fit under the tree. The following is some of what I found old car (and sometimes new car, by necessity) hobbyists would like to unwrap/find outside waiting for them:

- A bigger (*a lot bigger*) garage
- More and better lighting in the garage
- Tool cabinets and a few job-specific tools
- Powder coating gun
- Eastwood Soda Blaster
- Better spray guns
- Socket Assist wrench
- Metric wrenches (for new automobiles)
- Lifetime supply of paper towels
- Lifetime supply of shop towels
- Lifetime supply of Gunk hand cleaner
- Lifetime supply of Meguires products
- Halogen lamps on stands (tall and short)
- Heat and/or AC in garage
- Floor drain in garage
- One of those spongy floor mats to stand on
- Stool with a back to sit on when doing bench work
- An Easy Access lift from Backyard Buddy
- Car storage lifts from same
- Car dollies
- A car rotisserie
- Sealed/vented car storage system
- California Car Cover for every vintage vehicle
- Anything from Griot's Garage
- VIP tickets to any NASCAR race
- VIP tickets to Barrett/Jackson Auction

Last but not least, a driveway drain to park the car over when washing so that water drains away easily eliminating wet feet and standing water.

Anything else?



2 the point & from the Editor

This seem as good a place as any to say the 2006 Officers/Board hope that every member had a blessed Christmas and hopefully you will have this before we turn the calendar to a New Year. The past year has been a good one in many respects; multiple opportunities to take part in a big variety of activities, with or without an antique car; a very successful car show, a fine visit with our fellow hobbyists from the Louisiana Region AACA and more.

The coming year will offer many of those same things beginning in January when we have our annual David's Catfish Run on Jan. 19th. Start the new year off right by making plans to take advantage of as many activities as you can so you enjoy the company of those who have similar interests. Besides, you never know what you can learn from someone who loves the hobby as much as you.

Repeating myself, *this seems as good a place as any* to say "Thank You!" to the members who have contributed to our newsletter this past year. It has made it informative, interesting and appealing to the membership. There is nothing worse than the same person saying the same things over and over, usually in the same old way. So, I want each of you who have pitched in to help, whether by story, photos or just suggestions to know that it was appreciated.

You will find that you have a "bill" with this newsletter indicating your AACA/DSR dues need to be paid. If you are current in that department, ignore this notice. However, if you have not sent your check for \$50 covering both, let this be a reminder to do so ASAP. For the newly elected officers, your dues must be paid before you can officially assume office. Naahhh, non-payment of dues ain't gonna get you out of it, so just go ahead and cough up the dough. Send it to Tracey Metclaf, 58 Julia St., Mobile, AL 36604. He will forward the AACA portion and you will be all set for another year of fun, frolic and fellowship.

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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 \$35.00. *Ownership of Antique a vehicle is not a requirement for membership.*

Views expressed in the *Sparkplug* are not necessarily those of the Region officers, members or AACA. Permission to copy material is hereby granted provided source is disclosed and credit given to author. Some material maybe be copyrighted and permission to use granted to this publication only. Contributions to the *Sparkplug* are welcome and encouraged. The Editor reserves the right to edit material that may not be suitable for publication.

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this newsletter

with a friend !



A True Love Story!

Told by Dave & Marilyn Chiotti to Buddy Paquet

In May of 1962 David Chiotti placed an order for a 1962 Buick Skylark Convertible with Clem Martinez, a salesman for Herrera Buick in San Francisco, California.

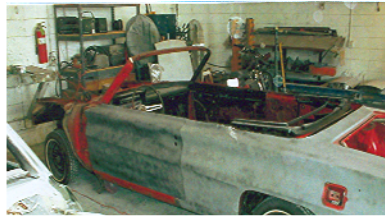
On Memorial Day weekend of that same year, Dave met someone who was to become his soul mate. In just a short six months, David and Marilyn Walter were married on December 2nd and were off to Lake Tahoe for their honeymoon in the Buick which had arrived in June of 1962. They drove the Skylark for the next five years, selling it in 1967. It was just a five year old car and they could use the money to buy their next treasure, a 1952 MGTD Roadster.

The MGs always looked like a Model A. The Model A was the car that brought Dave and Marilyn together. Dave purchased one when he was 15 and it was stored at his grandmother's house. Marilyn wanted to learn to drive it the first time she saw it. Their thought was to give the MG to their daughter, Tina, when she turned 16. In 1967 when the MGTD was purchased, Tina was six months old.

Many times, David and Marilyn thought of their first car, as the two of them are avid car lovers and collectors. Late in 2004 while on E-Bay, Dave ran across a car that he felt familiar with; a red 1962 Buick Skylark convertible missing the Buick emblem in the middle of the grille. (Dave had the one he had taken off their car in 1962 sitting on a shelf in his garage.) Further investigation led them both to believe this had to be their car, or it's twin. The car,



January 2006



March 2006



May '06 going to upholstery shop



Dave and Marilyn's Christmas card pix 2006

originally from California, had moved to Arizona sometime in the late 1960s. After hours of talk and negotiations, an agreement was made. Transportation from Arizona was arranged and the Chiotti's took possession in June of 2005. Forty-three years to the month of the original purchase date.

Once they had the car home, everything seemed to check out, down to the sunglasses Marilyn swears she owned in the 60s stuck in the springs of the bucket seats down to the rusty Olympia beer cap buried in the body cross member. Every option Dave had ordered on the car was there. The 215 Aluminum V8, the four speed manual transmission, the posi-traction rear end, bucket seats, radio, heater, manual remote control rear mirror, power steering, and lastly, two-speed wipers. The Compact Buick Club of America believes there were less than 900 of these Buick Models built with the four-speed transmission.

Married 45 years December 2007, David and Marilyn still own the 1952 MGTD, a 1939 Studebaker Commander, a 1955 Cadillac 62 series 2-door HT, a 1930 Model A Ford (Dave's very first car). And the 1962 Skylark convertible fully restored to its original appearance. The car received its AACA First Junior Award at the Sunnyvale, CA Meet in September 2006.

And once again, Dave & Marilyn are enjoying their Honeymoon Car!

Editor's Note: Dave Chiotti is an AACA friend of some years. We found we have a lot in common upon first meeting. He is also an AACA National Director and lives in Santa Rosa, CA.

And they're off!

State lawmakers hit the ground running with pro-hobby legislation in 2008

Members of the State Automotive Enthusiast Leadership Caucus are wasting little time in preparing to move pro-hobby legislation early in this new year. These lawmakers are amongst 230 state legislators from all 50 states in the Caucus who are actively working to preserve and protect the automotive hobby.

Leading this charge are Caucus members in four states who have each introduced the SEMA Street Rod/Custom Vehicle model bill. This measure creates registration and titling classifications for these vehicles, provides for a one-time registration fee and assigns a qualifying vehicle the same model-year designation as the production vehicle it most closely resembles. Under the bill, vehicles are limited to occasional transportation, exhibitions, club activities, parades and tours and are not to be used for general daily transportation.

In Michigan, State Representative Joel Sheltroun got a head start late last year as the bill he sponsored was heard before the House Committee on Tourism, Outdoor Recreation and Natural Resources Committee. As Chairman of that Committee, Sheltroun has vowed to move the bill quickly to the floor of the Michigan House.

New Hampshire Representative Michael Reuschel has also introduced legislation that would incorporate the custom-vehicle portion of SEMA-model legislation into the state's vehicle code. Under the bill, the state would create a specific registration class for custom vehicles defined as "at least 25 years old and of a model year after 1948". The certificate of title of a custom vehicle would list the model year that the body of the vehicle resembles. This measure will supplement the existing street-rod classification in New Hampshire.

In the Buckeye state, Ohio Representatives John Hagan and Kenny Yuko introduced the SEMA-model bill and are currently awaiting a hearing before the House Infrastructure, Homeland Security and Veterans Affairs Committee. Both members joined with the SEMA Action Network (SAN) at the kickoff of the *Hot Rod Magazine* Power Tour in Cleveland last June. After

witnessing numerous street rods and custom vehicles on display, Hagan and Yuko are seeking to simplify the titling and registration process to help attract more enthusiasts to the state.

After running out of time in the short legislative session last year, Wyoming Representative Pat Childers will be reintroducing the SEMA-model bill again in 2008. Last year the measure was approved by the House of Representatives but was not considered by the Senate before the legislature adjourned. This year, Childers will be joined by fellow Caucus member Stan Blake is pushing the bill through the Wyoming legislature.

In addition to these states, the bill is pending in Massachusetts and New York. Caucus Chairman and New York State Assemblyman Bill Reilich is working with his colleagues on the Transportation Committee to bring the bill before the Committee this year.

"The efforts by these Caucus members clearly demonstrate the benefit of creating relationships between enthusiasts and lawmakers in enacting hobby-friendly legislation", said SEMA Vice President of Government Affairs Steve McDonald. "Caucus members from Iowa and Kansas have also expressed interest in having the SEMA-model bill introduced in their states."

Reprinted, with permission, from the January 2008 issue of *Driving Force*, the official publication of the SEMA Action Network. For more information or to download a copy of the bill, visit www.semasan.com



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DSR participates in Mobile Holiday Season Parade

By Paul Dagenais

Weather in Mobile is fickle and never more so than on Saturday, Dec. 15th when the DSR took part in helping get Mobilians in the holiday spirit. I had volunteered to drive one of Jim Henderson's cars. I brought Lauren and Beck Terry, Tracy Metclaf's grandchildren, because they wanted to ride with me. Jim had four convertibles ready – a Model A with a rumble seat, a 1960 Buick, a 1963 Cadillac and a 1964 ½ Mustang. Jim had planned to drive the Model A and the kids immediately abandoned me when Jim said they could ride in the rumble seat. John Bright drove the Mustang, Mark Glenn, one of Jim's employees, drove the Buick and I was in the Cadillac.

The sky opened up as we were leaving. Buddy and Patt Paquet led off in their 1963 Skylark, assuring us the weather would pass. It quickly became apparent the Cadillac is a fair-weather parade car – windshield wipers didn't work, defogger didn't work and the top leaked. I could see the Mustang ahead of me with working wipers and the Buick behind also with working wipers. Of course, the Model A has no side windows so I couldn't complain too much.

We gathered at the RiteAid on Government St. and waited for the others to show up. We were to be eleven cars in the parade, but Don Dillehay's Model A decided to catch fire before he got to the meeting place. Mark was dispatched to help, taking the Buick. We were down to nine cars – three Model A convertibles with rumble seats – a green one driven by Dick Cashdollar, a festive red one driven by Walt Fuller and Jim Henderson's tan one. Other cars included Ross Sloan's red Mustang convertible, Tracy Metclaf's yellow Comet, Herb & Nancy Thoms' green Cougar and the Paquet's burgundy Skylark.

When we got to the Civic Center, the rain tapered off and we started drying cars and putting tops down. We were loading riders when it started to rain again. The situation turned into a Chinese fire drill. Riders and drivers bolted out of cars, tops started coming back up and just then the rain all but stopped. Everyone stood around looking confused;

then they started the parade making everyone scamper into the cars and take off!

The weather cleared allowing the parade to go off without a hitch. Driving that old Cadillac made me feel like I needed something equivalent to a tug-boat escort – perhaps a Metropolitan would have worked? Fortunately, we were all placed near the front of the procession so we were able to park the cars and some of us trotted back to watch the end of the of the spectacle. It was quite a good parade, something we often don't see because we are usually in the middle of it.

What is it about guys that drive Model As? After the parade, a number of us were driving west out Government Street. John was in front in the Mustang, I was following him and Jim in his Model A was behind me. Out of nowhere, Walt in his red Model A roared up and passed me on the right. What a look on his face! I swear he made me think of the woodpecker logo used on Thrush mufflers. Poor Martha looked beleaguered as she chased behind in her modern car. Then Jim charged up from behind, Beck and Lauren still in the rumble seat. Lauren, being a dancer, must know what happened to Isadora Duncan as she carefully kept her long, white scarf tucked inside the seat. Anyway, I followed John back. He had his sunglasses on as well as his ball cap sitting on top of his head. With his arm on the sill, driving into the sun, he typified what its all about.



"Santa" Grandpa Ross Sloan and grandson



Not only the rest of the story, but the end of the story!

By Bob Malley

Editor's Note: The July 2006 *Sparkplug* carried the story of Bob and Judy Malley's acquisition and restoration of a 1949 Flixible bus. The article documented their trip with all it's trials and tribulations of driving the bus home, 1500 miles from where the transfer of ownership took place. A year later, July 2007, they sold the vehicle which is yet another story.

I was approached by an acquaintance to see if I would lease the bus for a year to a national corporation for promotional purposes. He had heard that this company was looking for an old bus, and that I probably had just what they were looking for. The lease payment was very attractive and the contract stipulated the bus would be returned in pristine condition. There was also a clause in the contract for an option to buy.

Well, a few weeks went by and I didn't hear anything from them. I called the man from Rochester and he said, "that they were, indeed, still interested, and were looking for a professional driver to drive the bus to Los Angeles.

Two weeks later, I received a call from the promotional company on a Thursday asking if I could leave on Saturday to drive the bus to California! I always wanted to drive across country in an old vehicle and agreed to deliver the bus if I could leave on the following Monday.

Judy and I scrambled to pack clothes, reschedule doctors' appointments, grease and change the oil in the bus and schedule interviews with the news media as requested by the promoters.

We finally started out from our Rochester, NY home about 11 AM on our way to the West Coast. We decided to take the southern route to avoid the mountains.

The bus ran faultlessly, the temperature never exceeded 180 degrees and we cruised at 60-65 mph. We got a lot of thumbs up as we traveled, reaching Columbus, Ohio the first day. We took Route 70 to St. Louis, picked up Route 44 to Oklahoma City where we took Route 40 to Barstow, California and Route 15 into Los Angeles. It was a magnificent drive; one realizes what a beautiful, rugged, immense country this is.

Before we left, our friend Doug Drake called and said "that he would keep in contact with us so that if

we developed any trouble, he had the National AACA roster so that we could contact someone in the area to seek help." He called daily to see how we were progressing. On one of the conversations, he asked Judy if there was a pickup truck following us. I told Judy there was a truck with its flashers on for quite sometime but wouldn't pass. Doug said it was his twin brother heading to Texas! So we had a three-person conference call with Doug, Bert and myself.

We stopped in Flagstaff to refuel and a woman came up to tell us she was from Batavia and remembered the Blue Bus Company and was amazed to see the bus in Arizona. At a rest area, a truck driver came over to see the bus and said the CB's were crackling up and down the highway about the blue and yellow bus, wondering what it was.

Well, we made it to Los Angeles in six days without any problems excepting replacing the fuel filters. I left home without any tools whatsoever, which gives testimony to the knowledge and ability of Tom Parrish of Ionia, who had done all the mechanical work.

The most grueling part of the trip was going through the Mojave Desert. We entered the desert about noon, and the temperature was 106 degrees. As you begin the drive through the desert, there is a wind sock showing how the wind is blowing. I found out why about an hour later when a gust of wind tried to blow me off the road in a bus that weighs eight tons. The convection currents are very strong. With all the windows open it was still 106 degrees inside the bus and I have to admit Judy sat there very stoically, enduring the heat. But it was all worth it.

When we arrived in LA, the promotion company, "Mobil Media", treated us royally. They paid for all our expenses, hotel meals and fuel; the latter to the tune of \$1300. We averaged about seven mpg. They put us up in a hotel on Malibu Beach for two days and then three days in Hollywood at \$600 per day. They took us to the finest restaurants. When we arrived at the headquarters of Lucky Jeans, they were **(Cont on Pg. 8)**

My first Christmas parade...driving an antique car, that is

By Bob & Jane Moore

Christmas came early for us this year when Patt Paquet called and asked if I could drive the Paquet's 1963 Buick Skylark convertible in the Tillman's Corner Christmas Parade. After considering the request for about two seconds, I responded "Sure!" Some might ask why I would be so anxious to undertake this. While I do not own a vintage car, I have long admired the people who restore and preserve these pieces of American history. I enjoy looking at their cars and talking to the owners about their work and their love of these automobiles. In 1963 when the Paquet's car was new, I was a teenager with a new driver's license, and as far as I can remember, I've never driven or even rode in a Christmas parade. How could we pass up this opportunity?

So, on a gorgeous morning the first day of December, we met Buddy Paquet in front of Jim Henderson's Car Museum. Under his supervision, we decorated the car for the parade. A couple of ribbons here, a lot of garland there, and a

stuffed Rudolph doll on the hood, the car was Christmas parade ready. After adding the proper signage, we were ready to head to W. C. Griggs Elementary School on Three Notch Road where the parade line up was to take place. Since it was such a beautiful day, Jane insisted we drive to the school with the top down. The fact that we were afraid we could not get the top down without Buddy's help had nothing to do with that decision.

On the drive between the car museum and the school, it became obvious that over the years some things had changed in automobiles without me taking much notice. Where was the power steering? Where were the power brakes? Hadn't cars always had those features? Fortunately, after a couple of right and left turns and a few stops at red lights, I was able to adjust to this "new" driving equipment. We were able to get to the

school with the car in one piece and eventually found our place in the parade line up.

At the school we met our "VIP" rider, Flo Evans. She is the 2007 President of the Tillman's Corner Area Chamber of Commerce and a very nice lady. Flo informed us that she had a few "throws" to load into the Skylark. It was apparent her definition of "a few" was different than mine. Soon the back seat of the car was full and we were ready for the parade to start. At exactly 10:00 AM we were led out the school parking lot by several vintage police cars, one of which was driven by Mobile County Sheriff Sam Cochran. I swear I saw Andy Taylor in one of those cars. Soon we were on Three Notch Road with crowds of people on both sides of the street. We returned their yells

of "throw me something" with missiles of beads, Moon Pies, stuffed animals, etc. Flo and Jane did most of the throwing while I kept the Skylark on the road. Driving in a parade is a little like driving on Airport Blvd. at 5:00 PM. The going is slow and everyone ignores



the traffic lights. One of the main things to remember when driving in a parade is to accelerate slowly on those rare occasions when acceleration is necessary. Failure to do so can lead to a quick trip from the back seat perch to the front seat console for your rider. Ask Flo!!

The parade proceeded down Three Notch Road and then right onto Old Pascagoula Road. We wound our way onto Highway 90 East. Around Dick Russell's Bar-B-Que, we made a U-turn onto the Highway 90 service road and were now going west. This gave us the chance to see the part of the parade that was behind us including many business and group floats, the Theodore High School Marching Band and of course, Santa Claus. Turning back up Three Notch Road, we saw again many of the same people we had seen at the beginning the trip. The parade ended **(Cont on Pg 9)**

Deep South Region AACA Minutes – General Membership Meeting October 25, 2007

President Dick Cashdollar called the meeting to order. Lambert Mims gave the invocation followed by the Pledge of Allegiance.

Old Business: Walt Fuller gave a report from the Nominating Committee, expressing frustration in getting enough members to fill the slate of officers for 2008. A lengthy discussion followed in which several new volunteers offered to help, but the discussion ended without completing the slate. Further efforts will be put forth in November and the discussion continued at the November meeting.

Minutes from the previous meeting were approved by motion from Richard White, seconded by Tracy Metclaf.

Family Fun Day at the Henderson Farm was discussed and signup sheets passed around for the work day on Nov. 2nd and for the event day on Nov. 3rd. A signup sheet was also passed around for participation in the Veteran's Day Parade on Nov. 12th. Jim Henderson volunteered to coordinate this event. A signup sheet was also passed around for participation in the Tillman's Corner Christmas Parade (previously approved by the Club for participation).

The Louisiana Region AACA visit was further discussed. Martha Fuller and Lycyle Crowdus are coordinating the dinner which will be held at the Clubhouse at 6 PM on Nov. 20th. The Club will fund the main course, with members asked to bring side dishes and desserts. Attendance is estimated at 50 from the Louisiana AACA plus DSR members. An accurate head count of DSR members who will attend and who will help with food will be necessary by the November meeting.

New Business: The Treasurer's report was accepted for approval by motion from Richard White, seconded by Herb Thoms.

Patt Paquet discussed the need to have the Clubhouse thoroughly cleaned prior to the dinner on the 20th. She identified a vendor who will do this for \$100. Walt Fuller moved to accept this offer, seconded by Herb Thoms. The Club voted unanimously to have this done.

The Club discussed several other potential events, as follows:

Good Shepard Fall Benefit (10/27/07). The Club voted not to participate.




Crown Health Care Nursing Home Visit (11/10/07). The Club voted not to participate in this request due to the press of other activities, but to attempt to work in a future visit, as the Club has visited this nursing home in the past.

Friends of the Mobile Animal Shelter "Pets in the Park" (11/03/07). The Club voted not to participate due to the date conflict with the Henderson Family Fun Day activities.

City of Mobile Holiday Parade (12/15/07). The Club voted to participate in this event, and noted the City has again offered to pay the Club a stipend of \$500 for a minimum of 10 cars participating. The Club also voted to hold the annual Christmas Party at the Clubhouse immediately following the parade, featuring a catered dinner for all Club members who will attend. Dinner will be a no cost to Club members attending.

Richard White moved the October meeting be adjourned with Sylvia White seconding. Meeting adjourned.

Richard Cashdollar, Secretary Pro Tem

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Tillman's Corner Christmas Parade



where it had started, at the school. It has been a one-hour circular trip through Tillman's Corner.

After the parade, we returned to Jim Henderson's Car Museum to

hand the keys to the Skylark back to Buddy. There we were invited to lunch with many of the other vintage car divers. Jim is a great host and the food was wonderful. More importantly, it was the opportunity to meet some great people. Also present were the Grand



Marshalls of the parade, Mel Showers and Rose Ann Haven from WKRG-TV. All in all, it was a great day of making new friends and, of course, helping Tillman's Corner celebrate the beginning of the Christmas season.



Malley's bus concluded

enthralled with the bus and we came to an agreement to actually sell the bus with a deal we could not refuse.

They planned to spend \$100,000 to modify it for their purposes with the promise to keep everything so it can be returned to its originality.

We were ambivalent about selling the bus because we had many good times during the 12 years we owned it. However, reality dictates it is getting harder for me to maintain our vehicles. The cliché that all good things must come to an end is true.

The people who are modifying the bus are Galpin Auto Sports. It is a subsidiary of Galpin Ford, the largest Ford dealer in the world. "GAS" is the company that does the TV series "Pimp My

DSR brought Santa Claus to town

By Patt Paquet

It's not as big a parade as it was some years back when there were 12-15 floats, a marching band or two, 10-12 antique vehicles and DSR member Sammy Francis scurrying around getting everyone into line. But it was still fun on Saturday, Dec. 22nd to have a few DSR members with their cars meeting at the same location to take a slow ride down to Irvington, AL to participate in this year's event. Some things were the same; it was cold and overcast and we had some of the same members. It was different; we did not all get together for lunch at Hardy's before we hit the road and we had some new members. Times change.

There was a lot of verbal exchange between those of us who met to drive to the small community in south Mobile County to fling throws to the crowd which, considering the weather, was good. The lineup included John and Debbie Bright, along with her mother and former DSR member, Jeanie Dobbs; Ed and Barbara McCusker her long time high school friend from New Jersey, Ceil David, Buddy and Patt Paquet, and John Pendergrass who had the pleasure of Jeanne's company for the parade.

The route was short, approximately one and one-half miles, but long on enthusiasm from the small children who always seem to enjoy seeing Santa and whose excitement will warm your heart.



The Brights provide Santa a nice ride!

When the parade was over, everyone returned to our original starting point before waving goodbye going our separate ways

Ride". It is quite a remarkable operation. The garage is as spotless and sanitary as a hospital operating room and the owner, Beau Boeckmann, owner of Galpin's has an extensive collection of exotic cars.