

**Your December 2008 issue of The Sparkplug follows this page  
There are 10 pages in the newsletter including this calendar.**

## **2008 Dates to Remember**

**Dec. 27** DSR end-of-the-year party with installation of 2009 Officers—if you've not responded to the E-mail letter with either a "Yes" or "No", please do so ASAP so planners can make preparations for your attendance.

## **2009 Dates to Remember**

**Jan. 17** Tentative date for David's Catfish Outing

**Jan. 22** DSR Meeting in clubhouse at 7:00 PM

**Jan. 23-24** 17<sup>th</sup> Annual Winter Rod Run at Diamondhead Resort. Pre-'69 vehicles only

**Jan. 24** Senior Bowl in Mobile

**Feb. 12-14** AACA Annual Meeting, Philadelphia, PA

**Feb. 24** Mardi Gras Day

**Feb. 26** DSR Meeting

**Feb. 26-28** AACA Southeastern Winter Meet—Lakeland, FL

**Mar. 20-22** **Pascagoula, MS** - Singing River Street Rod Association presents the 30th Annual Gulf Coast Rod Run at the LaFont Inn, Pascagoula. Pre-1980 Only -- Rain or Shine. Registration is Friday from noon to 5 pm; Saturday from 8 am to noon. Information: 228-209-7101, 228-424-7567 or 228-596-5158. See website, [www.srsra.com](http://www.srsra.com) for flyer

**April 2-5** AACA Southeaster Spring Meet—Charlotte, NC

**April 15-19** AACA Southeastern Divisional Tour (1984 and earlier vehicles)  
Birmingham, AL - LET'S SUPPORT OUR SISTER DIXIE REGION!

**May 4-9** AACA Founder's Tour (1936-1984 vehicles)  
Odessa & Midland, TX

**May 9** 26th Annual DSR Mother's Day Car Show

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



## DSR opens Mobile Christmas Parade season

By Patt Paquet

Cities, huge, medium or small, towns of nearly every size and sometimes just communities want to do something to “officially” open the holiday season. Two communities in the southern portion of Mobile really go all out to put on parades that citizens can attend in safety and the youngsters have a good time.

Tillman’s Corner, where we live, began having a Christmas parade a number of years ago and DSR was invited to participate. Although some years we’ve had fewer cars than others, we’ve never failed to be a part of this event since it began.

It has been publicized as one of the biggest in the state of Alabama which could very well be true. This year it seemed to have had one of the biggest crowds in recent memory. Floats, bands, the Mobile County Sheriff’s Mounted Posse, the Alabama Pecan Queen and some of her court, VIPs of the Tillman’s Corner Chamber of Commerce (the sponsor) numerous elected officials on a state, county and city level were only some of the entrants. Oh, I almost forgot! Santa Claus was the last unit, riding atop a fire truck throwing candy, trinkets and toys to all the children.

DSR’s antique vehicles were at the very front of the motorcade portion preceded only the walking color guard. It was good to see closed cars as well as convertibles in the line-up. I believe we had 10 convertibles and three closed vehicles. Cars are to be in place 30 minutes before the procession took to the streets. As we left the staging area and rolled down the first part of the route, candy, Moonpies, beads and other throws rained out over crowd as riders tried to make sure everyone got something.

It was perfect weather not only for a parade but for the older cars as well. Idling along at five miles an hour puts a strain on the cooling systems of these vintage machines and they have been known to rebel on occasion. We were fortunate that it wasn’t held the day before because Friday was a doozie of a day. Cold temperature, winds at 15-20 mph and overcast skies. I don’t mean to imply that DSR members who usually turn out for something of this nature are whimps, but the kind of day I just mentioned is not

fun for the drivers, passengers or riders. And for any others taking part, either.

As a general rule, we all get together for a meal and a bit of socializing after we have completed the parade; either at someone’s home or at a nearby restaurant. This year, in that some had not had breakfast while others were ready for

an early lunch, we adjourned to the local IHOP. It was really fun watching the patrons inside crane their necks trying to get a good look at the cars as the group pulled into to park. The restaurant was very accommodating in getting us all seated together and putting pots of fresh, hot coffee on the tables. There were several folks who stopped by to ask questions and compliment owners on their cars. By the time we were ready to leave, some were getting nearly comatose and ready to go home and work off some calories watching the Alabama-Florida football game.

Participating on Saturday, Dec. 6<sup>th</sup>, were 2 Bogles, M. Glenn, J. Henderson, 2 S. Hendersons, T. Henderson, 2 Houks, 2 Paquets, 2 Pendergrass, R. Sloan, and C. Smith. All in all, it was a fun morning spent with friends doing what we all enjoy.



This is the crew that represented DSR in the Tillman’s Corner Christmas Parade.



## From the President's desk...

I would never presume to think I could offer you a column such as Lambert would write. He and I had many conversations while he was in either the hospital or Cogburn's and from those I gained even more insight to his way of thinking than I did in all the years of having known him. He truly loved the old car hobby, our organization on both levels and especially the people in DSR. The annual Mother's Day car show was very important to him. A year or so back, we changed it to the weekend following Mother's Day to see if we could attract a bigger crowd (we didn't) and the next year, Lambert was insistent we changed it back to the date it had always been (we did).

If I were to try to guess what he might write for his column this month, I think it would go something like this: *Our goal should be to promote and support activities and projects dedicated to the preservation of the antique car hobby in the coming 12 months.*

*To do this effectively, our entire membership, not just a few, must participate when the opportunity presents itself or when the club Officers and Activities people work to make an opportunity.*

I, for one, plan to do just that for the next 12 months. If we each make this commitment, our club will grow and we will have a wonderful time in 2009.

***Patt Paquet, Vice Prez***



## 2008 Officers

President: Lambert Mims.....(w)(251)433-0141  
 (H) 479-2523  
 Vice President: Patt Paquet....." 661-4009  
 Secretary: Cathy Goren....." 633-8171  
 Treasurer: Tracy Metclaf....." 433-0270  
 Activities: Don Dillehay....." 602-0998  
 Editor: Buddy Paquet....." 661-4009  
 Member-at-Large: Walt Fuller....." 602-1931

## Volunteers/Appointees

Chaplain: Dale McLaney....." 479-0823  
 Historian: Don Dillehay....." 602-0998  
 Webmaster: Herb Thoms....." 633-0777  
 Telephone Chair: Martha Fuller....." 602-1931  
 Refreshment Coordinators: John & Debbie Bright  
 " 344-1952

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.



**Southern  
Repro Graphics**

"Customer Service the Southern Way"

**Bobby Peterson**

924 Butler Dr.  
Mobile, AL 36693



invent



(251) 665-7170 Office  
 (251) 665-7172 Fax  
 (877) 547-3776 Toll Free  
 bpeterson@southernrepro.net

**Another DSR couple celebrates milestone anniversary**

President-Elect Steve and Cathy Goren celebrated their 25th year of marriage on Dec. 10th by taking one of the cruises out of Mobile. We congratulate them and wish them continued happiness.

## How can you sell a vehicle without advertising? By Buddy Paquet

It seems that every day, I am inundated by a mountain of paper but particularly at this time of year. I recently received a mailing for an automobile auction, which caught my eye, and for just a moment, I considered going. However, better sense ruled and I trashed it. Later, I wondered what had sparked my interest. It's called *advertising*. This started me thinking about how automobile manufacturers tried to get the public's attention in order to sway them into buying their specific vehicle, especially when cars were first being built.

The origins of *advertising* predate the Christian era by centuries. One of the first known methods was the out-door display, i.e., a painted sign. Archaeologists have uncovered many of these, chiefly in the Pompeii and Roman ruins. One excavated in Rome offered property for rent and another in Pompeii mentioned a tavern in another town.

*Advertising* is a collective word for public announcements designed to promote the sale of products/services. It is a form of mass selling employed when the use of direct, person-to-person selling is not practical, possible or just not efficient. It falls into two primary categories: consumer advertising directed to the eventual purchaser and trade or business-to-business. Advertising did and does take many forms with regard to automobiles: news-paper/magazines, radio, posters, post-cards, music, calendars, billboards, movie newsreels and even roadmaps.

The first automobile ads came out just after the bicycle swept the country. Early advertising ploys told of what the drivers felt behind the steering wheel. This didn't do much for John Q. Public and neither did ads for the 1922 Dorris explaining its mechanical features. The only thing this accomplished was confusion.

In medieval times, word-of-mouth praise of products by town criers was another form of advertising. Granted, there were no cars for these citizens to shout about but the arrival of radio in the 1920s was an extension of this

method. The invention of electricity led to illuminated out-door billboards in later years but the most significant development for wide-scale advertising since WWII is the advent of television. This not only provides a means of selling by voice but by visual technique as well.

Not surprisingly, the manufacturers controlled early automobile advertising. Those in the printed medium generally showed a full view of the automobile with

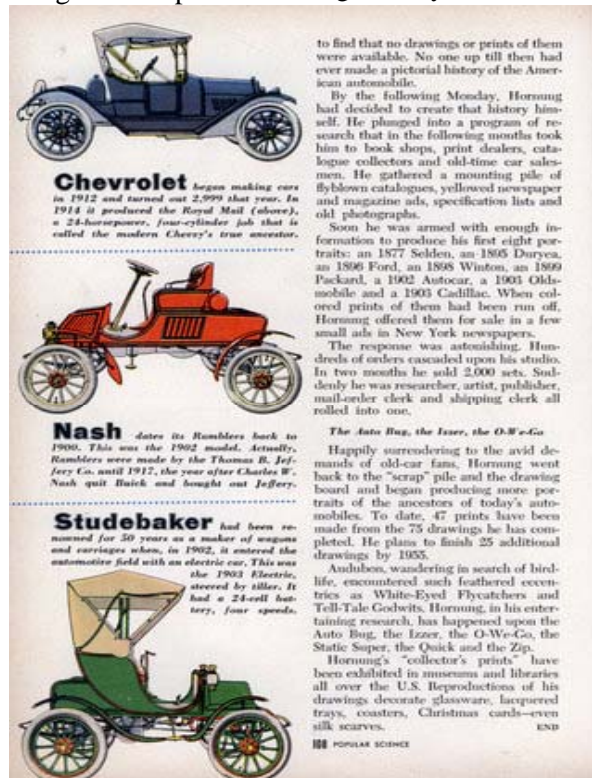
maybe a person or two who appeared to be wealthy and prestigious. When advertising fell into the hands of professionals in the 1920s, the promotion focused on cars on the move and not just rich male owners.

Carmakers found it was more difficult to build a good car than to sell one. One of the best sales promotions was car show, the first of which was held in New York City in the Fall of 1900. The auto builders advertised like mad and soon became the greatest user of this newly professional advertising business.

In the early days, even before radio, the magazine was an influential advertising medium. Companies wanted their car ad on either the back cover or inside

front cover because typically these were the only pages printed in color. This is still the norm today.

Probably the first direct mail advertising was the catalog. Pioneers in this field were likely seed companies which seem to have sprung up in the 1870s. The rural population, it was a way to buy what was needed, whether it was seeds or an automobile with it usually being delivered right to the homestead. Although farmers were slower to accept these new-fangled machines the farmers, by the mid-1920s, on a per capita basis, the rural family was in the lead when it came to ownership. However in rural areas, owning a vehicle was somewhat unequal depending on availability, income and continuing to rely on the horse, automobile builders never lost sight of this potential market. You could order a Sears automobile right from their catalog. **(Continued on Page 4)**



## Car Advertising cont.

You might not call it advertising, but even prior to the 1920s, cars and music found each other. The number of songs with something related to automobiles in them is staggering for the time. Sheet music began to have automobiles on the cover almost as soon as they were invented. Despite the fact that in 1900 there was only about 8,000 vehicles in existence, a song published that year named *Up Broadway* with no lyrics had a nicely dressed couple, a trolley and an automobile on the cover. Music covered nearly every aspect of the use of ownership of cars including the up-and-down side and even courtship. I suspect this might have been one of the very first instances of subliminal advertising.

Between 1930-37, automobile bodies and engines became large, lavish and powerful with many 12- and 16-cylinders. Creative artistry had merged with design to turn out good looking and good running vehicles. In the roaring '20s advertising was glamorous and slick with the American people experiencing some unprecedented prosperity. Ad agencies were looking forward to continued success showcasing these new machines. Unfortunately, the New York Stock Market crash in October 1929 changed that. It started the Great Depression that went well into the 1930s creating havoc in the advertising business. The best they could do was encourage the public to buy any kind of vehicle to help workers keep their jobs. And as much as some would have like to do so, in some cases it was a struggle to just get food on the table.

By 1932, at least one-quarter of all workers were unemployed. Those who already owned any kind of transportation held on to it and as many left homesteads in the east and middle part of the country heading west looking for jobs, it was their home.



Printed marketing was expensive. Just as effective, if not more so, was the radio which had come along in the early 1920s. It did not require being able to read and was

something the entire family could benefit from through news of the day, entertainment, weather and what was going on not only in the U.S. but in Europe as well. It is estimated there were as many as 51 million in use in the 1930s. Automobile manufacturers found they could use this medium to promote their products at a cost of no more than what newspaper ads would have cost.

History seems to mark the end of the Depression with December 1941. Rationing was initiated almost directly after Pearl Harbor was bombed. With regard to transportation, rationing affected vehicles, tires, gas, and bicycles along with many other things.



**New 1941 Buick advertised on a post card**

The economy headed toward a decrease in almost any kind of advertising unless it had to do with the war effort. By the fall of 1941, ad agencies and media organizations were concerned with national developments due the imminent approach of another war. Trickle-down caused the many ad agencies to form the Advertising Council in 1942 which responded to the shocks of World War II. Magazines were seeing losses while the newspaper sales were up dramatically. However, on a month-to-month basis, their advertising continued strong due to encouragement to support the war effort.

After the war was over, a boom began with the return of soldiers who had money to spend. Automobile manufacturers retooled from building war machines to building cars. Post-war autos offered only slight changes from the early 1940s but sealed-beam headlights, tubeless tires and automatic transmissions were introduced.

The advertising companies specializing in auto ads were having a heyday. The experience of wartime proved valuable to vehicle builders. Engines used in military trucks were dropped in civilian vehicles. One of the most popular cars of the late 1940s was the Studebaker, with its short hood, long trunk and wrap-around windows made for a snazzy look. Built overseas, it was cheap, making it appealing to veterans. **(Concluded on Page 5)**

Car Advertising

The "Big Three" wasted no time re-tooling to begin building new automobiles. Combined with the 1946 strike of the United Auto Workers (UAW) and shortages of materials needed during the war, production was very low until the end of the decade.

When the 1950s dawned, it was a new beginning for the country. Life was back to normal and families began to take vacations and holidays. The railroads were in a slump, air travel was far too expensive so this left the automobile. It would be difficult to pick a decade that had the most beautiful cars but this one would surely be in the running. Advertising was truly coming of age with so much to choose from in presentation medium; newspaper, magazines, radio and the newest, television. Two things stood out in automobile ads; color and music. Programs sponsored by automotive companies were some of the most listened to or watched. Agencies used top personalities to sway the listeners/viewers and it worked. But the printed page was still considered highly desirable.

Which one of these Chevrolet sport models would you rather have fun with?

TOYOTA COROLLA 1200 vai mais longe... e volta

One of the most popular cars of the time was the Chevrolet. It was sharp looking, had lots of new innovations as well as being family friendly but also a favorite of singles. The birth of rock 'n roll caused music to become a near obsession. Just about every car built in this decade had an AM radio in it. All

of these "luxury" items made car ad agencies life a bed of sweet-smelling roses. It was the smell of money

Although vehicle manufacturers continued to design and build family autos, they were also thinking of the younger consumers. The 1960s had a new generation of drivers and buyers. One that was an instant hit was the Ford Mustang. The company kept the price low and advertised heavily on television. Seeing the overwhelming success of the "pony car", other builders soon began producing competition such as the Chevy Camaro, the Plymouth Barracuda and the Pontiac Firebird.

Up to the middle of this decade, advertising companies tread carefully when it came to comparison of similar products manufactured by competing companies. Autos had been considered to be off limits when it came to comparing one builder to another. But with the 1970s on the horizon, all the stops were pulled out.

The automotive buyers of this era wanted stronger, faster and bigger cars. These vehicles came to be known as "muscle cars" enjoyed by a younger, more independent generation. Also finding a niche were imports from Britain, Germany, and Japan. These compacts sold well with low prices and high fuel efficiency. The oil crisis brought the gas shortage and with the imports getting as much as 35 mpg, the US auto builders had to do something to combat the assault of the imports. Ad agencies were having a field day working with both foreign and domestic auto makers.

gôta a gôta

92 milhas por galão

38 milhas por galão

TOYOTA COROLLA 1200 vai mais longe... e volta

Why Detroit's engineers are secretly praising Volkswagen's Rabbit.

Happy days are here again.

rabbit

There were many attempts by U.S. auto builders to field compacts and even subcompacts. Unfortunately, nearly all of them fell by the wayside for one reason or another. One survivor was the VW Beetle, however.

If I had to pick a time when it seems one car began to look like every other, I would say the 1980s. The designs leaned toward plain or bland. Chrome was replaced for the most part by plastic and individuality seem to be replaced to standardization. This is not an absolute, but for the most part it surely was a trend.

I miss the anticipation of seeing what the new year's models would look like and trying to sneak a peek around all the paper covering the showroom windows. I also miss enjoying the TV commercials trying to convince me how good I would look in a sporty convertible or how much payload I could put in the bed of a new pickup truck because (1) the volume didn't blast me out of my recliner and (2) they were nicely done. It was fun to hum along with the radio jingles promoting this or that car and what made it special.

No doubt the car advertising agencies today would be very put off by my attitude but that's because both of us are of another generation. I wonder how many of the automobile ads from TV, radio and printed media of the 1990s and those of the 21 Century will become collector's items.

## Gifts for men guaranteed to turn any woman into his queen

By Patt Paquet



The following rules can make it so easy for us of the fairer sex to buy gifts for that special male in our life.

- Rule #1.** When in doubt, buy a cordless drill. It doesn't matter if he already has one; he could have 10 but you would never hear a complaint.
- Rule #2.** If you cannot find a cordless drill, buy him anything with the word "ratchet" or "socket" in it. Men love saying either of those words. *No one knows why.*
- Rule #3.** Never buy a man anything that says "Some assembly required" on the box. It will ruin his day and will, of course, have many parts left over.
- Rule #4.** Men love remote controls almost as much as they love tools. You can get him one to replace the one that is worn out. If you got a lot of money, buy your guy a big screen TV with the little picture in the corner. Watch him go wild as he flips and flips and flips.
- Rule #5.** Rope. Men love rope. Apparently it takes them back to their cowboy origins or at least the Boy Scouts. Nothing says love like a hundred feet of rope.
- Rule #6.** Buy him a label maker. It's almost as good as a cordless drill. Within a couple of weeks he will have labeled everything in the garage/workshop and started in the house. Cups. Saucers. Coffeemaker. Sink. You get the idea. Again, *no one knows why.*
- Rule #7.** Men enjoy danger. That's why they never cook – but will BBQ. Get him a monster grill with a 100 pound propane tank. Tell him the gas line leaks. Whoa! "Oh, the thrill! The challenge! Who wants a 'burger?'"
- Rule #8.** Good places to shop for men are Home Depot, Lowes, John Deere, nearly any RV center or even local tire stores. Gift cards from NAPA or Sears are excellent men's stores. "From NAPA, huh? Must be something I need. Hey! Isn't this a great starter for a '68 Ford Fairlane? WOW! Thanks, honey!"
- Rule #9.** Finally, if things are really tough, just get him anything for his car; a 99-cent ice scraper, a small bottle of deicer or something to hang from the mirror. Men love gifts for their car. Another of those *no one knows why.*

## A few helpful holiday food tips

By Nosey Norma

1. Avoid carrot sticks. Anyone who puts carrots on a holiday buffet has no Christmas Spirit. Go next door where they've probably got good stuff, like rum balls.
2. Drink as much eggnog as you can, and quickly. It's rare. This is the only time of year you can find it. So drink up! Who cares if there 10,000 calories in every sip? It's not as if you'll turn into an eggnog-aholic.
3. If something comes with gravy, use it. That's the whole point of gravy. It does not stand alone. Make a volcano out of your mashed potatoes and fill it with gravy.
4. As for the mashed potatoes, always asked if they're made with skim or whole milk. If it's skim, pass. Why bother? It's like a low-slung, red sports car with an automatic transmission.
5. DO NOT, under any circumstances, have a snack before going to a party in an effort to control your eating. The whole point of going to a Christmas party is to eat other people's food. For free. Lots of it. Hello?
6. If you come across something really good at the buffet table, like frosted Christmas cookies in the shape and size of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attention. They're like a beautiful new pair of shoes; if you leave them, you'll never see them again.
7. Same for pies. Apple, pumpkin, mincemeat. Have a slice of each. Or if you don't like mincemeat, have two apple and one pumpkin. Always have three. When else do you get to have more than one dessert? Labor Day?
8. Absolutely do not exercise between now and New Year's. You can do that in January when there's nothing else to do. This is the time for long naps, which you'll need after circling the buffet table with a 10 pound plate of food and a vat of eggnog.
9. Did someone mention fruitcake? Granted it's loaded with the mandatory celebratory calories, but avoid it at all costs. I mean, have *some* standards.

Life should NOT be a journey to the grave with the intention of arriving safely in an attractive well preserved body, but rather skid in sideways, chocolate in one hand, body used up and screaming "WOO HOO, what a ride!"

## Road trip !!!

By John Bogle, Sr.

It was 1942 and any gas was rationed because of WWII. There were three ladies living in Shelbyville, TN who wanted me to take them to Ft. Benning, GA where their husbands were stationed. My sister



**John bought his 1937 Ford Tudor from Houck Motors in Nashville, TN Sept. 30, 1941**

and her girlfriend wanted to go along, too so they could visit their boyfriends who were in automotive school at Ft. Benning. All of the women applied for gasoline stamps from the Ration Board and were able to get the extra stamps for the trip.

When it came time to go, my 1937 Ford Tudor was really loaded! Yes, it is the same one I have today and nearly all of the DSR members have seen it in shows and parades. I have owned it since I bought it Sept. 30, 1941 from Houk Motors in Nashville, TN.

In the front, I was in the driver's seat and my wife, Louise, next to me and my sister plus her girlfriend. In the back were the three other ladies and all of their belongings. Remember, they were going to stay at Ft. Benning, not just visit like my Sis and her friend. I can't remember exactly the month of the year we made the trip but I do think it was in the late fall or early part of winter. That was a good thing because seven people in a 1937 sedan would have been near impossible during warm weather.

We made the trip in eight hours, give or take a few minutes and after all of the passengers had gotten settled in, my wife and I had to find a place to stay overnight. This being a Saturday, and payday weekend to boot, there wasn't a motel to be had and no vacant seats in the restaurants. Louise and I decided to go to Phenix City, Alabama to see what we could find. At the first place we stopped, the clerk in charge had his face all taped up so we decided not to stay there. We thought maybe could find something in Columbus, GA so it was back across the state line but we stopped for at a drugstore for a milkshake. The clerk overheard our conversation about needing a room for the night. She offered to make a call to an Army officer's wife who had rooms for rent. Sure enough, she had an empty one, which was very nice, and which we were happy to get.

The next day, Sunday, we picked up my sister and her girl friend and got on the road back to Shelbyville. I don't remember how long it took us to drive home, probably because the return trip wasn't as pressing as the one going to Ft. Benning, especially for the three ladies who were moving and my Sis and girlfriend wanting to see their beaus. The V-8 Ford Tudor got great gas mileage and we had some extra gas stamps left. We had a full weekend but we really did enjoy it. This is one of the memories that just seems to stay with me.

## From the Editor..



Well gang, 2008 has been a roller coaster of a year with a number of members being ill and, sadly, we lost a few. The loss of good friends is almost the same as losing a family member when you consider that DSR is a family of sorts. Hopefully, we've got all of this behind us for a while and can move forward with a smooth road and the wind to our backs.

I am looking forward to our Holiday Party or Year-End Party or whatever it may be called. I have been in an out of Jim's museum frequently in the last few weeks and know all of you are going to be amazed to see what it's like. I don't want to spoil the surprise, but just think about a street in a small town, maybe back in the 1940s or 50s.

The old guy with the long beard and scythe and the little kid clad only in a diaper and a banner proclaiming 2009 will be around before we know it. I am ready for a new year and new adventures with our club. I hope we can all get our cars out more this year, driving on a day trip at least once a month enjoying our hobby and our friendships.

**Vinyl Products Specialists**



# Y- Paint Inc.

Bill & Leah Musgrove  
10070 Airport Blvd, Mobile, AL 36608 PH. 639-9305

Siding ~ Soffits ~ Patio covers ~ Pool enclosures ~  
Sun & Screen rooms ~ Vinyl or Aluminum handrails ~  
Fencing ~ Hurricane Shutters and other specialty  
construction



GULF COAST CORVETTES, INC.

2565 Highway 90  
Mobile, Alabama 36606

BOB GECHIJIAN
(251) 476-VETT (8388)



## Ho! Ho! Ho! DSR and McDonalds lead Mobile Holiday Parade

By Buddy Paquet

“Merry Christmas, Mobile!” shouted Ronald McDonald, one of the best known logo characters yet, from the back of our '63 Buick convertible on Saturday, Dec. 20<sup>th</sup>. It sure didn't feel anything like Christmas with the 75 degree temperature and no breeze. But then, we are in the sunny south. Mr. Ronald McDonald was this year's Grand Marshall and riding with him was one of the sweetest little girls ever. Following the antique police cars, we were the first unit in the parade and were trailed by the McDonald's beautiful float. It was filled with children who have been cared for at Women's and Children's Hospital and their parents who resided at the Ronald McDonald House while the children were hospitalized.

When we pulled out the staging area into the street, we were met with waves, cheers, and smiles that were heart-melters. Even some of the very young knew who the guy in the yellow overalls, striped shirt and red hair was.

As the procession wound its way through the streets, our passengers waved constantly to those lining the sidewalks. There are no “throws” allowed in this parade which was a good thing because the lack of barricades to hold back the throng. The route is not a long one but giving to the powers-that-be credit, it went through some of the nicest parts of downtown Mobile. The unusually warm weather saw the balconies on some of the buildings filled with folks getting a birds-eye view

of the procession. Our third turn put us on a side street of Bienville Square where patrons having a late lunch at outdoor tables got a lot more bang for their buck along with their food.

The five or six blocks we traveled on this side

street had Mobilians and visitors five and six deep most of the way. You could hardly speak with each other due to the noise level. There was a time, in some places, it actually frightened some of the littlest ones in strollers and babes-still-in-arms.

Ronald McDonald was very personable and vocal, continuing to offer Christmas greetings and thanks to those who came out to see the parade. Members of the

Mobile City Council had a great time riding in DSR car. Furnishing automobiles for them in addition to Patt and me were **L. Crowdus, W. Fuller, J. Henderson, T. Henderson, E. & B. McCusker, T.**

**Metclaf, J. & D. Pendergrass, R. Sloan and H. & N. Thoms.** All of the cars,

decorated in Christmas finery, all the VIPs had to do was slap on their identifying magnetic signs and climb aboard to enjoy the ride.

Mobile is a wonderful place to live and we have so much to offer. The USS Alabama, Fort Conde, the Senior Bowl and GMAC

Bowl football games, food that is to-die-for, and a great antique car club. There are lots more pictures for you to see if you go to our DSR website. I hope to see as many of you as who can be there at the Year-End Party Dec. 27<sup>th</sup> at the Henderson Antique Auto Museum.



Ronald McDonald, a sweetheart of a little girl, me and the sweetheart's Mom.



## Deep South Region AACA General Membership Meeting Minutes Nov. 22, 2008

The meeting commenced at 1:11 p.m. with the saying of the pledge and the prayer following our annual Thanksgiving Dinner. Members who had served in any branch of the military were asked to stand and were applauded for their service on our behalf.

**Old Business:** Patt noted that our President was back in the hospital again. She also brought up the need for a memorial donation in memory of member Eugenia Youens. Motion was made, seconded and passed to do so. She announced the motion light has been installed and is working, thanks to Ed and Eddie Grimes.

She then listed the slate of candidates for club officers in the coming year. A motion was made, seconded and passed the slate be accepted as read. John Pendergrass moved the nominees be accepted by acclamation, this was also seconded and passed. **Secretary, Cathy Goren**, asked for a motion to approved the October minutes that had been distributed. A motion was made, seconded and passed. **Treasurer, Tracy Metclaf**, asked for a motion to approve sending memorial donations in the event of deaths without having them approved individually at monthly meetings. Motion made, seconded and passed. He also asked for approval to pay the \$110 to AACA for the Officers/Directors Insurance for 2009. A motion was made, seconded and passed. **Lycyle Crowdus**, who is coordinating the Mobile Holiday Parade reminded participating members to meet at the Loop Rite Aid at 12:45 on Saturday, Dec. 20<sup>th</sup>. **Walt Fuller, Member-at-Large**, discussed the proposed changes to our By Laws. He asked for any questions or discussion, there being none he moved the changes be approved. The motion was seconded and passed.

**New Business:** The Vice-President and Secretary had no new business. **Treasurer Metclaf** offered to entertain any questions about the November Financial Statement that had been handed out. There being none, the President asked for a motion to approve. A motion and second was received and passed. Future club activities were announced and discussed: (1) Christmas Party will be a "Year-End" party and at the invitation of Jim Henderson, it will be held on Dec. 27<sup>th</sup> in his antique automobile museum which is nearing completion. It will be a 1 o'clock lunch with details to follow. January 17<sup>th</sup> was the date for DSR's annual drive to David's Catfish Cabin in Baldwin County. More details will follow on this also. In order to make the activities an official function, Frieda Dylewski ask for a motion to approve both activites, a second was made and the motion passed. It was announced that Julie Lyons, Jim Henderson's secretary, will be contacting members about participation in the Tillman's Corner Christmas Parade to be held on Dec. 6<sup>th</sup>. **Herb Thoms, Webmaster**, told members new pictures are up on the DSR website for their enjoyment. He also mentioned a program called "ICE" for cell phones. It means "in case of emergency" and first responders to emergency know this is the person to contact in case of an emergency. Being no further business, the meeting was adjourned at 1:50 p.m. **Cathy Goren, Secretary**



We manufacture our trusses to the highest quality standards using state-of-the-art computerized equipment. Whether your next project is a production home, custom home, or a multi-family project we have the solution for you.

BUILDING MATERIALS	ROOF & FLOOR TRUSSES	STOCK & CUSTOM MILLWORK	KITCHEN & BATH CABINETS
-----------------------	-------------------------	----------------------------	----------------------------

*For more information, contact your sales representative or one of our locations.*



Shop @ [www.mobilelumber.com](http://www.mobilelumber.com)

Mobile, AL	(251) 661-8000
Daphne, AL	(251) 626-6993
Grand Bay, AL	(251) 865-6185
Pensacola, FL	(850) 494-2534
Gulfport, MS	(228) 897-1282
Millwork Plant	(251) 937-7400
Truss Plant	(251) 937-8842