

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

2008 Dates to Remember

- Feb. 28 Monthly meeting at DSR Clubhouse—Annual Soup/Chili Supper 6:00 PM followed by regular business meeting
- Mar. 1 6th Annual Christ United Methodist Church Open Charity Car Show benefiting United Methodist Children's Home. Rain Date Mar. 8 Registration 8-11 AM, Judging 11 AM, Awards 2 PM. Pre-reg: \$15, DoS: \$20
- Mar. 8 42nd Annual Old South Antique Car Club's Open Show at Abba Temple Shrine on Hitt & Schillinger's Road: Info: (251) 457-2339
- Mar. 14 *AACA Grand National Meet—Melbourne, FL (See AA magazine calendar)*
Mar. 15 *AACA Southeastern National Meet—Melbourne, FL* “
- Mar. 28-30 29th Annual Mustang & All Fords National Show at Pensacola (FL) Interstate Fair Grounds—Info: www.gcrmc.com or nlkirby@gulftel.com
- Mar. 28 Monthly meeting at DSR Clubhouse
- Mar. 29 Lillian, AL: Custom, Classic, & Antique Car Show sponsored by Lillian United Methodist Church—too many activities to print—Info: (251) 962-4178 or (850) 453-1023 E-mail: grump@gulftel.net
- Mar. 29 Gulfport, MS: Pre-1982 Car & Truck show to benefit Gulfport Boy Scout Troop 333's summer activities program—Info: (228)326-5918 Reg 9-11 AM, Awards 2 PM



The Sparkplug



Deep South Region A.A.C.A. Newsletter Vol. 42 No. 2 February

Westminster Village Retirement Center Mardi Gras Parade

By Tom & Jayne Godfrey

The weather was warm and children of all ages, as well as the “young at heart” gathered in Spanish Fort on Saturday, February 2nd for the annual West-minister Mardi Gras Parade.

The Deep South Region of AACA boasted an impressive turnout for the festivities with several cars colorfully decorated and fully stocked with a variety of “throws”.



Parade participants included Activities Director Don Dillehay and his guest, Reva Bloom

in Don’s 1929 Ford Model A Town Sedan, Keith and Yvonne Houk in a 1920 Ford Model A Sport Coupe, Tom, Jayne, Katie and Jake Godfrey in a 1929 Ford Model A Tudor, Ross Sloan who had the honor of transporting the Mardi Gras King and Queen in his 1965 Mustang Convertible and last, but not least, Buddy and Patt Paquet in their 1963 Buick Skylark Convertible.

In addition to the antique cars, the Azalea Trail Maid were well represented in vibrant gowns of yesteryear, a JROTC Color Guard who stepped lively, the Westminster Line



Dancers that would have put us all to shame had we been willing to have gotten out on the street with them, several very cool motorcyclists, a horse-drawn wagon with lots of happy riders, two flamboyantly costumed riders on horseback and keeping everyone laughing, one of the Abba Shrine Clown units.

We took two and one-half turns around the complex to cheers of “Laissez les bons temps roulez”, or more easily said, “Happy Mardi Gras”.



What kind of hood ornament is this???

After the parade was over, we were invited inside to enjoy good food and more fun with the residents and staff. All in all, a very nice day that provided an opportunity to share our cars with those who most likely remember them better than most.



Car Show Scam

Editor’s Note: The following is from the Mississippi Coast Mustang Club newsletter. I can’t guarantee the truth in it but it sure sounds possible to me. It originated with Jim Curry, who is the web mechanic for ClassicCarBug.com It could be a case of “buyer beware” but hopefully, it can be a good “head’s up” for car show chairpersons in the area.

“At our statewide Mississippi planning meeting in Jackson January 5, 2008, it was brought up by one of the local clubs that a vendor has been coming to some area shows with an offer that has turned out to be a scam.

He photographs your car, promising to blow up the photo to poster size for a fee. You are required to pay in advance and he would send the poster later. He does not. At the November 2007 show in Madison, MS and also in Crossett, AR, this guy showed up and pulled his scam on a number of people. The club in Madison was very embarrassed and reimbursed their show guests from the club treasury, but the guy is still nowhere to be found. All clubs are warned to be on the look out for him. He gave a bogus Meridian, MS address.”



From the President's desk...

I can't believe this is only the second month of 2008. It seems eons since I accepted the gavel and the responsibility of leading our club another year. I have no doubt that you are aware Reecie has had major medical problems beginning with open heart surgery on Monday, Jan 28th. My family and I have been living on the edge since that time, and with the Lord's blessing and your prayers, we will get through this. She was moved to Cogburn's Nursing Home on Tuscaloosa Street on Feb. 20th for a short stay before being transferred to Rotary Rehab to begin physical and speech therapy.

This is a good place to tell all of you how much I, Reecie and our family appreciate all of your phone calls, cards and get well wishes. Take it from one who has been there...you cannot imagine how much those things mean when you are not at your best and need some cheering up.

We now have date set and a Chairman to head up the Mother's Day Car Show. We will again be partnering with Friends of the Mobile Animal Shelter and Scott Henderson will be the one in charge and will make final decisions on the car show.. He will be looking for volunteers to assist, starting now, to make sure we have a successful event. YOU can be one of those that assures this will be our best ever.

One other thing I would like you to keep in mind. The President basically just officiates over the meetings but it is the members who make things happen. Remember, this is not my club, or the officers' club, it is YOUR club. We need to have some type of activity planned for each month but keep in mind that a suggestion does not mean *you* have to arrange the event. Sometimes, it's just a thought that can take off and be tweaked a bit to make a great outing. Our Activities Chairman, Don Dillehay, it always open to your ideas.

I to see you at the Feb. 28th meeting. However, if I am not there, please understand.

Lambert Mims, President



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.*

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Cruising to Henderson's Deep South Antique Car Museum By Charlie Froehlich

On the beautiful Saturday morning of February 9th, two groups of automobiles left their respective homes and headed east. The Boulevard Cruisers left Picayune, MS and the Slidell Antique Car Club, AACA, departed from Slidell, LA. Both clubs rendezvoused at the I-10 Welcome Center on Alabama's western edge. After a rest break and distribution of driving instructions, the combined clubs headed for Mobile, AL and Henderson's Antique Car Museum, arriving at the appointed time of 11:00 AM.

The Museum was open and awaiting our arrival. Jim Henderson, member of the Deep South Region AACA, his restoration staff and additional friends, welcomed us. Jim told us about his collection and invited us to look around to our heart's desire. The automobiles include a variety of makes; Lincoln, Packard, Oldsmobile, Buick, Chevrolet and Ford including Thunderbird, Mustang and others but with apparent emphasis on 1951 Fords. After viewing the fine cars in the primary museum, we walked up to the new one that is still under construction. Here there were a few more nice vehicles awaiting the magic of the restoration staff plus two super deluxe car carriers.

After seeing the results of the staff's work, we were invited to travel a few miles to the restoration shop. Here we saw where it all starts. There was a shiny black 1951 Ford Victoria sitting on a car cradle with no chassis, no engine, no interior, etc. It was stripped to just the bare body,

had been painted and now awaits the assembly process. We followed the building through the various shops, saw the restored chassis for the Victoria and ended up at a 1951 Ford convertible that was nearing completion. All work, including mechanical restoration, is done in these shops. The final products, some of which are entered in AACA meets, are displayed in the museum. Jim's goal is to have one of every 1951 Ford body style in the museum and it will be reached when these vehicles are completed.

After the restoration shop tour was complete, we split up into small groups going to eat, to the Mobile Flea Market, visiting friends or whatever. Everyone made their own plans for traveling home. It was a great day and we offer a big *thank-you* to Jim and Nancy Henderson and the staff for allowing us to visit and especially for showing us the total process.

I was told that next to spending time with Nancy, his children, grandchildren and one great-grandchild, hosting various car clubs to a visit at the museum is what he calls "relaxing". He is on the job by 5 AM Monday through Friday, and sometimes Saturday, too. But he doesn't always stop at the normal 5 PM quitting time; most evenings not arriving home until 7-8 PM. One friend made the statement that even though he is 70+ years of age, he can run most of his employees and friends into the ground. I guess the vehicles are the only antiques around, not him.



C. Froehlich & J. Henderson address the car clubs



Charlie checks out the Ford convertible



The 1935 Buick is getting some clutch repair

The EPA wants to stop old-car restoration

By Richard Lentinello

The following is reprinted courtesy of *Hemmings Classic Car*, a publication from Hemmings Motor News. It is the February issue of HCC.

My column in HCC #38, "Alternative Painting Techniques", didn't seem to go over too well with one of our readers. Obviously a spineless, environmental-extremist wacko, this reader forwarded a copy of my column to the United States Environmental Agency of New England, whereupon we received a pleasant letter from Susan Lancey of the Air Permit, Toxics and Indoor Programs Unit. Susan was kind enough to advise us of some pending legislation that will soon be signed into law, and sent us a copy of the new regulation.

Ms. Lancey's letter reads"

"I was recently forwarded a copy of an article titled "Alternative Painting Techniques" published in the November 2007 issue of *Hemmings Classic Car* magazine. I noted that the article did not mention environmental regulations that may apply to the painting discussed in the article. I am writing to inform you that on September 17, 2007, the U.S. Environmental Protection Agency (EPA) proposed federal regulations in the Federal Register which, when finalized, will regulate surface coating of metal parts and plastic parts, including auto body refinishing. I have enclosed a copy of the proposed regulations and a fact sheet for your review.

"This regulation is scheduled to be finalized in December 2007, after consideration of public comment on the proposed rule. For surface coating operations, the proposed rule would require sources to implement equipment and management practices that minimize the amount of coating required and to capture toxic metal particulates from the process. The equipment practices include confining spray operations to within a properly filtered spray booth or preparation station, using high volume low pressure (HVLP) or equivalent spray equipment, and either cleaning spray guns manually or by using an enclosed spray gun washer. The management practices include proper training and certification of painters.

"When published in the Federal Register, the final rule will specify how it may apply to any person refinishing an automobile. At that time you may want to inform your readers of the new regulations. You should also be aware that states have environmental regulations that may also apply to these type activities."

Susan was kind enough to include a Fact Sheet, which gave a brief outline of the impending regulations. Listed among the Action items, one bullet point read "The proposed standards apply to area sources that engage in:

- paint stripping operations that use methylene chloride (MeCl)-containing paint stripping formulations and
- surface coating operations that involve paints
- auto body refinishing

But what is truly scary is the following bullet point:

- Area sources are those that have the potential to emit less than 10 tons per year of a single toxic air pollutant or less than 25 tons per year of any combination of toxic air pollutants. If sources emit more than these amounts, they are called 'major' sources.

I'm concerned with the use of the word "less" in the above. Although no home restorer will ever produce 10 tons per year of a toxic air pollutant, all of us will certainly produce less than that amount. And therein lies the issue. Basically, what this regulation is saying, is that no one will be allowed to spray a toxic finish – i.e. auto-body paint – outside the confines of a properly filtered spray booth. In short, folks, we're screwed.

To find out more details, I called Susan about this regulation. I asked if the EPA took into consideration how much harm they will be doing to not only home restorers, but the entire collector-car hobby and associated industry, too, and was told that the EPA did take into consideration public comment on the regulation.

When I asked where the EPA obtained these public comments, Susan said they were gathered from their Web site. So, because this and other proposed federal regulations are only posted on the EPA Web site, and, let's face it, how many citizens know to go there, virtually no one knew about it to protest. Oh yeah, there was only a 30-day window in which to submit an objection to the regulation, and that window was slammed shut back in September. How nice.

And it's going to get worse. I just learned from another source that, by the year 2011, the EPA is looking into restricting the sale of auto body paints to only those who are certified to use that product. It's the EPA's way of reducing the amounts of volatile organic compounds (VOCs) released into the atmosphere. Unless you are certified, **(See Page 5)**

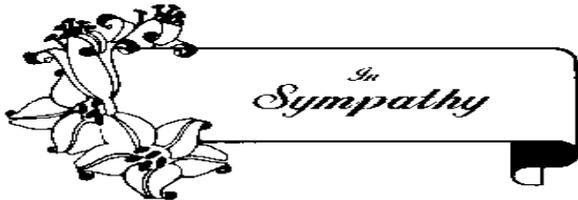
EPA concluded

and have a \$100,000 filtered paint booth you won't be able to buy the necessary paints to restore old cars, trucks and motorcycles.

All these regulations prove once again just how misguided the EPA folks really are, and how little consideration they have for us. The amount of VOCs that body shops and hobbyists emit into the air is probably less than 1/100th of one percent of the total amount produced each year. I bet Al Gore creates more pollution flying around in his private jet each day than 10,000 hobbyists create in a year of painting old cars. Restoring old cars is the ultimate form of recycling, yet the EPA wants to stop it. How smart is that?

Although it's too late to stop the anti-painting law, there's still time to do something to protect your freedom to buy automotive paint. Go to the EPA website, www.epa.gov, and voice your concerns now, before it's too late.

Note from Richard Lentinello: We just learned that because of SEMA's lobbying action, the EPA amended their law to allow hobbyists to paint up to two cars per year.



Members of the Deep South Region extend to Rozanne Murner and other members of Billy Ray's family our sincerest condolences. He passed away Jan. 23, 2008 and a long battle with cancer. It was soon after Billy and Rozanne joined in 2003 that he was diagnosed with cancer. This curtailed their being active; however, they kept up with what was going on through the newsletter and continued their membership in the hope there would come a time they would be able to get back to participating. One of their greatest pleasures was enjoying NASCAR races which was something they could do, thanks to making the trips in their motor home.

DSR has made a contribution to the local American Cancer Society in Billy's name.

2008 Car Show Chairman needs YOUR help

Nothing warms the heart of an organization's President more than seeing a hand(s) go up when volunteers are asked for. This was probably one of the few times it has happened when filling the position of chairman for our annual spring car show came about.

Although Scott Henderson has been a member of DSR for awhile, this is the first year his schedule has allowed him to become active. His son, Travis, is



The Pet Rescue Foundation a AACA Student member and his daughter, Mallory, is an AACA Junior member. Soon after you read this, he and fiancée, LouAnn will be getting married and she is going to be the woman behind the man chairing the car show.

There are numerous opportunities for all club members to work on making the event a success for both Friends of the Mobile Animal Shelter (FAMOS) and DSR. FAMOS members will be handling the silent auction and selling of vendor booths in conjunction with it plus working on acquiring trophy sponsorships for the six categories and last, but not least, they will conduct the pet adoption on Saturday afternoon.

DSR needs to supply a Parking Committee, someone to coordinate lunch for DSR/FAMOS workers and judges, one salesperson to sell tickets for a raffle prize on show day, one or two of you who manage 50/50 Pot sales, one or two working together early on Saturday morning to place directional signs in the street medians and two to assist with registration on show day.

Please be prepared to offer your talent in any of the above-mentioned areas at the February 28th meeting. Let's all support Scott in this first-time endeavor and show him we are behind him 100%. There is a lot of work in making a car show a success and is a big job for seasoned chairpersons. If we all pull together, we can make Scott's work easier; we can all have some fun plus help make the shelter a better place for its temporary (hopefully!) residents.

SEMA instrumental in delivering pro-hobbyist EPA Auto body Paint Rule

By Jason Tolleson, SAN Director

After incorporating several recommendations from SEMA, including an exemption for hobbyists who paint their own vehicles, the Environmental Protection Agency (EPA) released a final rule to regulate paint-stripping, surface coating and auto body-refinishing operations. The new regulation targets hazardous air pollutants (HAPs) that the agency believes may cause cancer and other health disorders.

“As this proposal was deliberated over the last two years, there was significant concerns that the regulation would have a drastic impact on the ability of individual hobbyists to purchase and use these types of paint”, said SAN Director Jason Tolleson. “Through discussions with the EPA, SEMA was able to convince regulators that a rule could be produced that would develop ‘best practices’ for business operations while exempting hobbyists who infrequently paint their personal vehicles.”

As a result, the regulation does not apply to paint stripping and surface coating performed by individuals as part of a hobby for maintenance of their personal vehicles – so long as those activities do not exceed two motor vehicles (or the equivalent in pieces) per year. Additionally, the rule does not apply to painting done with an airbrush or hand-held, non-refillable aerosol cans.

The EPA rules establish *best practices* (spray booth, spray gun cleaning, etc.) for minimizing HAP emissions during commercial surface-coating operations. All shops are effectively required to have a filtered spray booth or prep station and use high-volume low-pressure (HVLP) or equivalent spray equipment. Spray guns are required to be cleaned manually or with an enclosed spray gun washer. The EPA believes many shops have already implemented these *best practices*.



While the new EPA rule exempts hobbyists who do not paint more than two vehicles per year, the regulation establishes best practices for businesses that have paint operations

Under the new rule, owners and operators are required to provide training for their painters on how to properly spray surface coatings and clean equipment. The EPA has established minimum criteria required for in-house training, and painters would be required to complete refresher training and be re-certified every five years.

Existing operations have up to three years to purchase equipment and complete the initial training of employees. As recommended by SEMA, the EPA

will rely on self-certification for training programs. Nevertheless, companies subject to the rule must send the EPA a one-time notification form stating that they are in compliance with the rule or will be within the allotted three years. Companies will have two years to submit the notification form, which will contain contact information and a brief de-scription of the operation: number of spray booths, average number of employed painters, etc. Companies will be required to maintain in-house records verifying painter training/certification, filter replacement, a plan to control paint-stripping chemicals, etc.

For more information about the rule, contact Jason Tolleson at jason@sema.org or by phone at (202)783-6007, ext. 39.

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Deep South Region AACA General Membership Meeting January 19, 2008

The President, Lambert Mims, called the meeting to order at 7 pm and led members in the Pledge of Allegiance. Chaplain Dale McLaney gave the invocation. President Mims acknowledged past President Dick Cashdollar, who recognized last year's officers who were in attendance and presented them with certificates in honor of their service.

Old Business: A motion to accept the October minutes as printed in the newsletter was made by Walt Fuller, seconded and unanimously passed.

Vice President: None

Treasurer – motion to accept December Treasurer's Report was made by Herb Thoms, seconded, approved unanimously. The Editor, Webmaster, Activities and Member-at-Large had no old business.

New Business: **PRESIDENT:** Suggested we have a motion to ratify the appointments of Chaplain (Dale McLaney), Historian (Don Dillehay), Telephone Chair (Martha Fuller) and Refreshment Coordinators (John & Debbie Bright). The motion was made by Richard White, seconded and passed by unanimous vote.

President Mims suggested that our club motto for 2008 should be (Make It Great In 2008". This was adopted with a hearty "Amen"!

He then discussed the possible date for the May car show being the second Saturday in May. Walt Fuller brought a motion forward that was seconded and was passed unanimously. Mr. Mims also brought up the need for a Chairperson for the Mother's Day Show and discussed the responsibilities of this person.

Patt Paquet brought up the need for our members to be more active in handing out flyers for our show at other local car shows to spread the word about the Mother's Day show. There was also a suggestion to broaden the number of categories in the show. Dick Cashdollar said that he would design and print the flyers for the show. Jim Henderson volunteered to handle getting the clubhouse grounds in good condition for the show as well as work on trophy sponsorship. After a conference between Jim and his son, Scott Henderson, Scott volunteered to be the May Car Show Chairman.

VICE-PRESIDENT: Patt Paquet gave a short history of the Life Membership Award within the DSR and recommended Lycyle Crowds to receive the award. Patt made the motion, it was seconded and unanimously passed. Lycyle was given a standing ovation for her contribution to the club and was presented a Lucite desk plaque by Walt Fuller, Member-at-Large.

TREASURER: Tracy Metclaf reported members need to pay their dues. We received a \$500 check from the Mobile Holiday Parade organization. The report was received as printed upon a motion that was seconded and passed.

EDITOR: Reported the club's copy machine needed repair. It would cost \$129 per hour to have the problem diagnosed plus cost of parts for repair. A motion was made to authorize repairs if they are reasonable in relation to the copier's value; the motion was seconded and passed. **Note: The problem was so minor, there was no charge for diagnostics/repair.**

ACTIVITIES: Don Dillehay request a motion to make the Westminster Mardi Gras parade a club activity. Richard White so moved, it was seconded, approved and a sign-up sheet was passed.

Walt brought up reinstating an all-club picnic from a few years ago. It was discussed and agreed this was a good idea. Walt will get more details and bring them to a future meeting.

A list was also passed around by the Refreshment Coordinators to sign up for the February Soup/Chili meeting. The 50/50 pot drawing was held and the meeting adjourned at 8:20 pm.

Cathy Goren – Secretary

For Sale !!

1966 Red Mustang Convertible; 289 HiPo 4s, original radio, has disk brakes on front but original drums go with car. Drivers door & inner fender serial numbers match registration. Beautiful, but more than a pony, it's a thorough-bred that does much more than gallop. Also 1991 BMW convertible, white with black top, 325 I, 6cyl, 5s. Looks and runs good. (251)633-0881



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The Princess Brings Home Her First Junior!

By Brenda Shore Kaiser, AACA Vice President Data Management



It is easy to think that we may become accustomed to winning. After all, we have seen the members who have a lot of cars and many awards. So what does it feel like when you have a brand new car, you have put your heart and soul - and money - into it and it wins? It feels fantastic! It did to

my husband and me in Canyon, Texas.

Princess is a 1963 Chevrolet Nova SS Convertible. She came to live with us in the fall of 2006, and although she was already a winner, she needed some tender, loving care to get her back up to 'show' quality. Dave and I have always loved sports cars with a specific affection for Corvettes, so with our natural orientation towards Chevrolets, when we found out the SS was for sale, we decided that she had to be ours. Of course, like many purchases, there were a few logistics that had to be worked out before she could make it to Houston.

First, the car was in New Jersey. Second, the car needed to be trailered. We had never trailered a car and didn't even own a trailer. So we bought the car and a trailer. Next, we ask for assistance from my family to get the car to us. It sounds funny now, but at the time it was a logistical nightmare. The car was in New Jersey, the trailer was ordered and delivered to Pennsylvania and the truck needed to pull the trailer was in Texas. So, the voyage began. My parents drove to Texas, left us their car and drove our truck back to Pennsylvania. They picked up the trailer and had all of the required pieces added, (i.e. electric brakes kit, sway bars). They then picked up the car and delivered it to us right before Christmas. So the car that we had bought sight unseen finally had a home.

Dave and I knew that we were going to show this car and that we had two options. Because Princess had already won many AACA awards, we could either continue to show her with her current awards or start all over again. We took off the awards (which was easier said than done) and decided to go for a First Junior Award. The decision to go to Canyon was easy. What better place to show and win than in your home state?

We cleaned, scrubbed, and waxed until everything was perfect. Every part of the engine, interior, exterior and chassis was checked, and where needed, parts were replaced and/or fixed. We wanted to make sure that the car not only looked good but that it ran like it did when it

was delivered to some lucky person 34 years ago. All of our available time was spent in the garage. We even put up a lift so that we could work on the car from all angles. And then it was time to go to Canyon.

The road to Canyon is long. As everyone knows, you can drive all day and never leave Texas. It was a good trip, however, and we made it to the hotel late Thursday evening without any problems. I would like to say that the rest of the trip was just as uneventful, but unfortunately, that was not the case. It rained on Friday; seven inches in three hours. It was more rain that they had seen in 35 years. The roads were gone and the water was rising quickly. Unfortunately, our trailer was in a low spot so of course it had to be moved. Hooking up a trailer is enough fun and a test for any good marriage but to do it in the pouring rain standing in a foot of water is even more fun. We did it though, and the trailer and the car were safe and dry; we can't say the same for ourselves however.

Saturday morning started out with a light rain, but by the time the Judge's Breakfast was finished, the rain had stopped and the sun was coming out. It was a beautiful day and our Princess was ready to be shown. The location was perfect, the weather was perfect and our car was perfect. Since Dave and I are both judges, we had to leave the car and hope that everything would turn out OK. Our saga, however, didn't end at that point. We had one more obstacle to overcome. Yes, we both were nervous and we did things that we had never done before. When we were released from the show field, we put everything in the trunk and were ready to leave. Unfortunately, everything included the keys; the keys to the car, the trailer and the truck.

With the assistance of some fantastic people, our back seat was removed, the liner was pulled back, and we crawled into the truck and retrieved our keys. Our car was stripped and put back together in under 10 minutes and all by a couple of our National Directors. None of us could believe how fast it was done!

We did win our first Junior that evening at the banquet. All of the hard work and all of the trials and tribulations were worth it. We are very proud of our car and even more proud of what we went through to show her. We celebrated with friends and had the champagne that Dave brought all the way from France. The trip home was calm and the Princess now rest quietly in our garage, waiting for the next opportunity to come out and shine. Yes, she is going to compete for her first Senior next year; the location is still not determined. (Cont. on Pg. 10)

Another DSR Wedding!!

DSR Life Membership Awarded



Judy Martin and Foy Bobo were married on Saturday, Jan. 26, 2008 in a lovely, sentimental wedding at Regency Church of Christ. Judy's daughters sang a duet prior to the exchanging

of vows. Both of their families stood with them for the ceremony while many friends looked on. After Foy had "kissed his bride", he and Judy harmonized "Tonight I Celebrate my Love for You". A reception was held in the Fellowship Hall after the rituals.

Following an extended (40 days) honeymoon trip to Australia, New Zealand, Fiji Islands, Tahiti and Hawaii, they will live in both Mobile and New Orleans where Foy is employed. We wish them many years of happiness.

They enjoy driving Judy's 1929 Model A Ford but Foy bought his own car a year or so back and is in the process of restoring it. Soon they will be a "two old cars couple".



It was only the third time in our club's 40-year history that this honor has been bestowed upon a deserving individual or couple.

Lycyle Crowdus and her husband, Lloyd joined the club back in the late seventies. They were responsible for helping plan and execute several of the weeklong tours club members used to participate in. Lloyd served as DSR President four times. They both were instrumental in getting the original portion of the clubhouse moved to its present site and worked diligently in refurbishing it. Both were actively involved in helping get the addition we now enjoy.

Lycyle has remained an active member after Lloyd passed away. She completed serving seven consecutive years Dec. 31, 2007 as Activities Coordinator.

Walt Fuller, Member at Large, presented her with a Lucite desk plaque to commemorate the occasion and her check for her 2008 DSR dues was returned to her.



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From the Editor...



Yeah, I know, it appears that I just chill out a lot. However, there are times I fool you and you never really know what I'm doing. There are also those times that you might think I'm not doing my job as Editor because, from time to time, you get the phrase "Permission to copy" or "Reprint courtesy of" in front of or behind some of the articles that appear in our newsletter.

One thing I ask you remember...I don't know who subscribes to which publications and therefore cannot be aware of what you do...or more importantly...do not know. All I know is what I read in the articles of the various magazines I subscribe to.

This month, you will find two of those articles. I felt they were important enough to request permission to (and receive, with thanks and appreciation for willingness to share information) include in our monthly newsletter.

Here, I want to thank all of you, again, who have contributed in any way to our monthly newsletter. It is with great pride and humility that I tell you WE won a 2007 Master Editor Award from AACA. It was back in 2005 that WE accomplished that feat.



For whatever reason, it was not to be in 2006 but WE were back again this past year. It would not have been possible without the help of you who stepped forward when requested to write articles, take pictures or, in general, do anything I asked. For that, I cannot thank you enough. Normally, the weekend of Feb. 7-9 would have been when we went to "Philly", PA to pick up the award, but due to reasons beyond our control, we let it come via USPS mail.

The AACA Publications Committee has worked hard over the



years to provide good guidelines to help editors present a good, informative newsletter to members plus the possibility of winning an AACA award. Being of an extremely competitive nature, I have always tried to adhere to those guidelines. However, there are occasions I stretch the limit somewhat in order to offer you some-thing that can be of help while you enjoy the hobby.

In conclusion, I humbly say the thanks that you regularly give each month for my efforts is the best award I could ever get, or want.

WE are starting a new AACA year (Feb. to Feb) and I hope you will continue to contribute to OUR newsletter again this year the same as in the past. I know every one of you have some story to share with your fellow members about your experiences with both old and more modern vehicles.

Princess concluded

This story would not be complete without a special thank you to Joe and Fran Vicini who sold and trusted us to take care of their car; my parents, John and Fran Shore, who brought us the car from New Jersey; our friends, Don and Mickey Bohne and Robby Markman who believed in us and helped us whenever needed; Randy Rutherford, Hulon McCraw and Chuck Crane who helped us get the keys out of the trunk of the car, and Joanna Cooper who gave us our award with a huge smile and a lot of love.

Reprinted from the Fall issue of the *Rummage Box*, an AACA publication by the Regions Committee.

Steak & Shake Feb. 16th Cruise-in by Herb Thoms

This first S & S cruise-in of the year had a somewhat smaller attendance but that could have been due to the car show in Gulf Shores. Weather was nice to start at 4:30 pm but wind was chilly toward the end when everyone started shivering about 8:15 pm. Nancy went prepared with longjohns, two jackets, gloves and a scarf.

Everyone agrees the venue is too small, but no one can come up with a better location.

Spring Trailer Safety Check

By Bruce Wheeler, Editor

The Harford Horn, AACA (Maryland) newsletter

Spring is the time that many owners of car trailers start to use them for hauling their antique cars, whether it's to transport a show car to a met, haul a car a long distance to the start of a tour or drag home a new project. In most cases, the trailer has been sitting idle during the winter months, often parked outside where weather can take its toll. Then the trailer is suddenly expected to haul heavy loads long distances at highway speeds. Whether they are open or enclosed, car trailers should be thoroughly inspected before hauling the first load of the season down the highway.

Frame/Structure: The frame and structure of the trailer should be inspected for damage from rust or cracks, especially if the trailer spends the winter outside or in a damp location. Bare areas of the trailer's metal structure and the flooring of an open trailer should be painted to avoid damage from moisture. Untreated wood flooring on an open trailer can become warped and split. Check the doors and latches of closed trailers to be sure they operate properly.

Hitch: Inspect the hitch assembly on the trailer and the receiver on the tow vehicle for cracking of structural welds (Several AACA members have experienced cracking of factory welds on the hitch, and in one instance, it resulted in failure of the hitch.). Check to make sure the hitch unit on the trailer locks and unlocks properly. Grease the mechanism if necessary. Be sure that the trailer safety chains are in place and in good condition. Inspect the hitch unit on the tow vehicle for damage and make sure the retaining pin for the ball mount is in place. A little grease on the tow ball will prevent it from rusting. Make sure that spring bar hinges are tight with the safety clips in place on load equalizer or weight distribution hitches.

Axles: Check the springs and mounting hardware for rust-through or damage. Check hubs for leaks. This would be a good time to remove and repack wheel bearings with grease and replace the bearing seals. Check brake shoes, brake springs and brake drums for sign of excessive wear or damage. Hook the trailer and wiring harness to the tow

vehicle and test the trailer brakes for proper operation. Also check the brake control unit in the tow vehicle for proper operation.

Wheels and Tires: Inspect the wheels for cracks around the lug nuts and check for missing lug nuts, lugs and/or wheel weights. Torque lug nuts to the proper tightness. Check for weathering cracks in the tires and valve stems. Check tire tread for adequate thickness and normal wear, and inflate the tires to the proper air pressure. Don't forget to also check the spare tire!

Lights and Wiring: Check to see that all lights on the trailer work properly. Look for damaged or missing lenses. Check to make sure the wiring harnesses running along the trailer frame are secure, not chaffed and do no droop where they could be snagged by road debris. Check the main wiring connector to the tow vehicle for corrosion on terminals. Inspect the "break away" box and make sure the "break away" pin is inserted in the box. Make sure that the battery for the "break away" box is properly charged.

Exit Laughing.....

Hammer - Originally used as a weapon of war, it is now used as a kind of "divining rod" to locate expensive car parts near the object aimed at.

Mechanic's (Box) Knife - Used to open and slice through contents of cardboard cartons. Works particularly well on boxes containing convertible tops, upholstery, etc.

Vice Grips - Used to round off bolt heads. If nothing else available, can be used to transfer intense welding heat to palm of hand.

Drop Light - Used to burn hole in your newly-installed rear carpet while you are installing the new front carpet.

Wire Wheel - Cleans rust off old bolts and removes your fingerprints and calluses in about the time it take for you to say "Ahhh (insert your own expletive here)!!

Drill Press - A tall, upright machine useful for snatching a piece of flat metal bar stock from your hands so that it smacks you in the chest, making you fling your drink across the room spattering all over the pictures you have mounted above your work bench.