

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

2008 Dates to Remember

- 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
- Feb. 5 Mardi Gras Day
- Feb. 7-9 AACA Annual Meeting – Philadelphia, PA
- Feb. 8-10 1st Annual Ford-GM Show & Shine at Hooters in Montgomery. All makes & models
of Ford & GM vehicles welcome. Registration \$5 – Plaques to all entries.
Info: (334)223-5369 or (344) 799-0700
- Mar. 14 AACA Annual Grand National Meet – Melbourne, FL (See AA magazine calendar)
- Mar. 15 AACA Southeastern Winter Meet - Melbourne, FL (See AA magazine calendar)
- April 5 15th Annual Camellia Classic Open Car Show at Bellingrath Gardens
Info: (251)675-7391

Trivia Answers

1. Union 76 2. Cities Service 3. Chevron 4. Shell 5. Esso 6. Mobil 7. Sinclair 8. Texaco



**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.

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. 42 No. 1 January 2008

David's Catfish is a hot treat for cold day

By Patt Paquet

Neither wind, nor rain, nor sleet or snow.... we've all heard the postal slogan. It held true on Saturday, Jan. 19th, when 16 hardy souls braved the elements for the club's traditional January outing. There was wind and rain but fortunately, no sleet or snow for those who refused to let something like the weather keep them away from this event.

The drive from the meeting place on the Causeway to the restaurant was uneventful in that there wasn't an "old car" to be seen. There is something to be said for modern iron.

Stepping into the warm restaurant with the aroma of freshly fried seafood wafting around was enough to make everyone start salivating. They were ready for us with a long table set up in an area away from the general seating area. I know there have been times in years past when we had more members and the noise level was maybe just a bit above acceptable but I don't think we could be classified as being a rowdy bunch. Just kidding; the owners have always been kind to give us a private area.

Following orders being taken and the blessing said; talk turned to, what else but cars. Seems as if Paul Dagenais is still working on his DeSoto and making progress; the Brights got the body of the Model A Debbie's father had left them back from the "strip & dip" shop in Jackson, MS. The bad thing was, John said it resemble either a tea strainer or Swiss cheese. Seems it had spent some years sitting in an open field before Debbie's dad rescued and restored it. The ravages of time necessitated many hours and a lot of bondo. Guess what happens when you "strip & dip" a body that is essentially held together with bondo? Sooo, they made a trip to Ohio to acquire a new body which is

now in Mobile and work will continue to get the Model A finished.

Jim Henderson was telling about his most recent acquisition, another 1951 Ford with very few miles. This is his ninth in a series of 1951 Fords and you can read about it in a future newsletter

It was about here everyone had to take a break from conversation in order to dig into the delectable dishes being served.



Let your imagination run wild and think about hot fried (forget your cardiologist for just a few seconds) catfish, shrimp and oysters along with creamy cole slaw, baked potatoes, both white or sweet, perfectly seasoned turnip greens, hush puppies and sweet tea. Considering the kind of day it was, things just couldn't

get any better. Can you fathom 16 DSR members and almost total silence? Me either but it happened.

Discussion turned to members who weren't able to be there, grandchildren and how good it is to have the holidays over, getting Mardi Gras behind us and starting a new year for DSR.

Those enjoying lunch together were **2 Brights, L. Crowdus, D. Dillehay and guest, Reba, T. Godfrey and son, Jake, Jim Henderson and grandson, Travis, T. Metclaf, 2 McCuskers, 2 Mims and 2 Paquets.**

Advance Notice

The February club meeting is customarily our soup and chili supper. A sign-up sheet will be passed around at the January 24th meeting to determine what you prefer to bring as a contribution to the pot luck. The new Refreshment Coordinators, the Brights, will be handling the event and need to know if you plan to attend the Feb. 28th meeting and what you will supply.



From the President's desk...

As your new (or retreaded) President of the Deep South Region, AACA, I want to congratulate Dick Cashdollar and all of the Executive Committee for the leadership exhibited during 2007. At the same time, I want to encourage our 2008 Executive Committee members to do their best to cause our club to have an outstanding 2008

In addition, I would like for us to adopt the motto **"Make it Great in 2008"**. Of course - we are talking about DSR. If all of us do our part, we can have an outstanding year. If all of us use our talents and gifts, it will surprise us what can be accomplished. Some can make telephone calls; some can bring refreshments; some can do car shows; some can lead; some can follow; and together we can make **DSR great in 2008**.

It is important for us to regularly attend meetings. Informed members make good members. At the next meeting on Jan. 24th there will be some important matters for our club to address, i.e., set date for our May show; select a Car Show Chair; ratify Dale McLaney as Chaplain, Herb Thoms as Web Master, Don Dillehay as Historian, Martha Fuller as Telephone Chair and John and Debbie Bright as Refreshment Coordinators.

Looking forward to seeing everyone at 7:00 PM on Jan. 24th for our first meeting of the New Year.

Lambert Mims

\$

If your name is **Bailey, Crowdus, Dillehay, Froehlich, Fuller, Godfrey or Martin**, the Treasurer knows your local dues and can only assume you paid the National dues to HQ.

If your name is **Bell, Bogle, Cox, Dagenais, Grimes, McCusker, Metclaf, Musgrove, Paquet, Pendergrass, Peterson or White**, the Treasurer knows you have paid both.

If your name is not mentioned in either place, then your dues have not been received. Please take care of them ASAP, especially if you are an officer.



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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share this
newsletter with
a friend.**



Fill 'er up, Mac!

By Buddy Paquet

OK, I've got to either stop reading Old Cars Weekly or else I will be going more back than forward. Seems every time I sit down to read a new issue, something will start me thinking about how things "used to be".

This time it was just last month while waiting for the never-ending holiday season to get over. I was flipping pages of my latest issue when the words "the man who wears the star" caught my eye. Oh, no! Here I go again. Having worked off and on during my younger years, mostly in the 1950s, in more than one gas station, this phrase dug up more than a few memories, most of which are good.

Did you know the first places to sell gasoline were pharmacies? It was a "side" business. In its early days, the oil industry operated to manufacture kerosene, a fuel for lamps. Gasoline was a waste byproduct and usually thrown away. However, the increase in automobile ownership after Henry Ford started selling cars the middle class could afford, there was a greater demand for gasoline. The vehicle owners went to the refinery or general store with a bucket and filled their tanks; not a very convenient or safe practice. This probably started one of the first traffic jams in that the refueling blocked other vehicles, pedestrians and horse-drawn carriages.

By 1905, there were 25,000 cars manufactured in the United States. In turn, this created a demand for "filling stations", as motorists called what they were doing with their buckets. One encyclopedia states the first purpose-built gas station was constructed in St. Louis, MO that same year followed with a second by Standard Oil of California (now Chevron) in Seattle, WA. Fortunately, it was this very same year a pump was perfected that would take gas out of a barrel and put into a vehicle's tank.

Although history says the first "filling station" opened in 1905, the best most motorist got was one of

these skinny pumps outside shops or garages. General stores began to put one of these new innovations outside on the sidewalk. Being no designated parking areas to accommodate the vehicles, traffic quickly jammed the streets.

Big changes took place in a short time. By 1910, there were estimated to be 500,000 cars needing fuel. A new type of filling station appeared; one that was set off the street. The pump might be located near a store that sold auto supplies and occasionally, a little food. Although these early businesses were little more than a shack or a shed, they were becoming part of the landscape.

The government had broken up Standard oil, which had controlled most of the oil in the United States into smaller companies. This meant lots of competition for consumers business. Gas was plentiful and cheap. They needed customer loyalty. The companies needed a way for buyers to be able to identify with them. This was the beginning of slogans and logos. Visible gasoline pumps which allowed one to see the gas as it was pumped into the tank led to a practice of dyeing the product with various colors to distinguish one brand from another.

Even though Standard Oil had been broken up, the company didn't just sit spinning its wheels. In 1914, it developed a standard design for the 34 gas stations it had retained. Employees were put in uniforms, provided air for tires free of charge and gave away road maps. This was the beginning of the oil companies trying to see who could give the most free service.

By the end of the 1920s a nationwide gasoline distribution system was in place in America. The highway building boom had opened up the country to those who had the means to travel. Gas stations sprang up like weeds along the roadways. This decade brought big changes to the way motorists bought fuel. (Cont. on Pg 5)



When was the last time you ask for a dollar's worth of gas?

By Patt Paquet

How many of you can remember, as a really young thing, going to the gas station with your Dad to get the car's gas tank filled? It's one of my fondest memories. I was a "Daddy's girl". That's not to say I wasn't close to my Mom, but I trailed my father like duck after a June bug.

My parents were farmers in my early years, but Daddy had another job, too, starting in about 1943 or so. He worked the late shift at the town ice plant. He would work the fields from early morning to late afternoon, get cleaned up and drive the 10-12 miles into town to make ice for the next day. Sometimes, I got to go with him, especially if Mama needed to do some canning or other chores where she didn't want me under foot.

I remember all of this rather well because of the two service stations that were on opposite corners across from the ice plant. It fascinated me that every time a car pulled in, a bell rang. And what a sight it was when twilight came and those beautiful neon lights came on, flashing a multitude of colors.

When all the necessary filling and mixing and setting of dials was done to make the ice, my Daddy would take my hand and walk across to one or the other of the gas stations, buy me an Orange Crush or a Grapette and shoot the breeze with hangers-on. I followed him when he walked in one of the service bays to talk with the mechanic who was probably finishing up for the day. Boy! There was so much neat stuff in there, it was like a wonderland. I remember this funny looking spider thing in the floor that would go up and down if the right handles were pushed. The fellow working would turn on a water hose and wash the floor. It all ran to the middle and down into a dark opening with a shiny cover that had holes in it.

But the best part of this special adventure was the things I got to take home. There were toys, cards, calendars, cups, glasses, and once in a while, blankets for my dolls.



Deck of playing cards



you could pour brake fluid into almost any container, light it, and have instant heat.

We didn't make many out of town trips back in the mid to late 1940s but when we did, we always had the latest road map. Service stations considered them to be one of the best give-aways money could buy.

Those trips were really special, though. You could see all of the spectacular billboards telling where to buy not only gas plus everything else you could possibly want.

One of the best things about these trips was stopping to get gas. Gas stations combined with cafes! Those cafes made the best hamburgers ever.

Speaking of winter and summer, who really cared what the thermometer said as long as you could read who gave it to you? Winters and summers passed; I went from a nosy preschooler to teenager with a drivers license. I remember pulling into one or another of those corner service stations, driving my Model A that needed gas and wondering why it all looked so familiar. Can *you* remember when was the last time you asked for a dollar's worth of gas?

This was before I learned to read, so I didn't care if it said something about keeping the floor boards of your car clean.

If my memory is correct, there was always a coffeepot around, summer or winter. I never realized until much later in life that



Filling Stations

Car culture swept the western world in the 1930s. Customers wanted not only fuel, but clean restrooms, food and drink along with other services such as auto supplies and repairs when needed.



The post-war years saw major changes in the way Americans viewed buying fuel. To stay competitive, larger companies began to referring to their places of business as *service stations*, rather than filling or gas stations. There were attendants, in military-like uniforms, to pump your gas, check under the hood, wash the windows and even whip the whisk broom out of a back pocket and sweep the floorboard of your vehicle.

When the 1950s rolled around, companies building new stations leaned more toward function and future-thinking rather than Art Deco or exotic eye-catching structures looking like temples, pagodas, chalets, etc. The impact of television was huge. Logos and slogans became more important than ever before. Think about the Texaco Star Theater, the quiz show sponsored by Pure Oil Company whose slogan "Be Sure with Pure" was repeated over and over during the broadcast. These are only two of a large number of oil companies that began advertising on the tube.



There were still more changes to come in the service station business. In the 1960s, combining self-service gas pumps with convenience stores emerged. As you read previously, in the beginning self-service was the only way you got your gas tank filled. But after the 1930s, most states had enacted legislation that prohibited anyone other than station personnel using the pumps.

Changes in the industry were relatively few, other than pricing, from the 1960s to the 1990s. As the twentieth century ran down, the traditional service station was almost a bygone. The public took its vehicles to dealerships where the purchases were made for most service and almost all repair work. There are now specialty shops dealing with oil changes and lube jobs, brake replacements, new tires, paint or transmissions.

Today, it is rare to find a gasoline station that offers full service for its customers. I know of only one in the entire city of Mobile. But no matter what form, there will always be gasoline stations as long as there are automobiles.

I don't mind the laws about me pumping my own gas were rescinded; as a matter of fact I rather enjoy it. But I do miss hearing that customary ding-ding of the bell as I pull up to the pump or finding a big bucket of soapy water with a big old sponge for me to wash my windows. I can even live without walking inside to pay my bill, inhaling all the familiar smells while shaking hands and passing the time of day with the owner. However, I do miss all those calendars with pictures of the pretty girls on them so much, I now have to just use my credit card at the pump and drive away, still thinking about the way things "used to be".

GULF COAST CORVETTE, INC.
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Biofuels – it's your choice...for now

By Patt Paquet

Ethanol fuel is ethanol (ethyl alcohol), the same type of alcohol found in alcoholic beverages. It can be used as a fuel, mainly a *biofuel* alternative to gasoline.

More than two dozen car and truck models – like the Ford Taurus and Explorer – already on the road can use either gasoline or E-85 - a blend that is 15 percent gasoline and 85 percent ethanol

The top five producers of E85 for 2006 were Brazil, the US, China, India and France. It is used in nearly every European country as well as Scandinavia. Because it is very easy to manufacture and process, and can be made from very common materials, such as sugar cane, it is steadily becoming a promising alternative to gasoline throughout much of the world. A big selling point of using plant material, such as corn, wheat, or soybeans to fuel the nation's cars and trucks is that it's a renewable resource. You can always grow more.

There is a big rub for owners of vehicles built prior to 1973, however. The first wide-scale introduction of unleaded gasoline began in 1973 to coincide with the advent of catalytic converters on cars beginning with the 1974 model year. A few companies, but mainly Amco, had been providing unleaded gasoline for many years before the government ordered the lead phase-down. There was some concern about the need for lead in some older automobile models with soft valve seals, but the problems never materialized.

Fast forward to present day and you will find Big Brother is pushing hard to make E-85 the fuel of tomorrow. How is this going to effect your vintage vehicles? There are two trains of thought. Glenn Arlt, a "proclaimed-in-my-job-description" automobile expert writes on the EV World Future in Motion website that owners of "collector" cars shouldn't use E85 in any vehicle unless it is specifically designated at manufacture as a "flex-fuel" vehicle. Use of E-85 in a car not designed for it can cause corrosion in the fuel system, damage seals and hoses, and wash lubrication off the engine's cylinder walls. In addition, both E-85 and widely available E-10 will loosen old sludge, varnish and dirt from the inside the fuel tank and once these are suspended in the fuel, it will cause

clogged fuel lines and fuel filters as well as block carburetor jets or fuel injectors.

On the other side of the controversy, David Atkin posts on the Ezine Articles website that you don't have to be discouraged about driving your "old car". Converting your vehicle to run E-85 is a project option.

He recommends to first pull all the rubber fuel lines off your car, bend up some nice steel fuel lines to replace the old ones. In those places where you really need rubber lines due to cramped space, use the urethane plastic lines to replace the short sections that you need. But you should know/remember that plastic, while it will bend around corners, it's a lot more likely to kink than rubber is, so use it in as straight a line as possible.

After the first step with the fuel lines, you can move on to the major components of your fuel system such as the fuel pump, carburetor, fuel filter, and the rest of the parts that make up the system. He states that people have a tendency to think you can't update an old car because the things you need to do it are not available. He says that race cars have been running alcohol on the tracks for years.

Another website I found, KY3.com, says there are some other things short of a major conversion you can do to protect your engine. Run a non-alcohol based fuel stabilizer, like STA-BIL year round. "This product is advertised to contain additives to protect against rust and corrosion caused by ethanol fuel blends.", notes Tom Wicks, project engineer for Gold Eagle. Co. Other things you can do are install a water separation filter and fuel filter (be sure to keep spares on hand), replace fuel lines and gaskets or O-rings with new ethanol resistant materials and finally, repair or replace the fuel tank if it's been damaged.

One of the most important things you can do is to be alert for fuel line leaks. This is pertinent no matter what type of fuel you use. A worn rubber fuel line can leak and if it happens to be over a hot engine, can cause a fire that will destroy your pride and joy.

It will be some years yet before the dust settles on the mandate of ethanol as a alternative fuel but whatever happens, we'll likely have to live with it.

Model Cars

By Myron Smith, AACA Chairman Development Support, Central Division



Youth and adults can enjoy model car kits. They are a good way to learn about the various parts of a car, how a real car is constructed, and learns to distinguish various years, brands and models of real cars by seeing them in miniature.

An early designer and manufacturer of model cars was Gowland & Gowland. Some of their models were sold with the Revell brand on the boxes and directions; and were called "Highway Pioneers". They are approximately 1/32 scale and are referred to as 3/8 inch scale in the instructions. Most of these model have a 1953 copyright stamped on the bottom.

Series One of these models included five models; a 1908 Stanley Steamer, 1900 Packard, 1903 Cadillac, 1903 Ford Model A and the 1910 Ford Model T Torpedo. The only difference between the Ford and the Cadillac was the latter had a back seat. The Cadillac was molded in blue, and the 1910 Model T was molded in black.

Part of the fun of collecting is the quest to find things. Youth can share in this hobby by looking for models at rummage/garage sales, swap meets, flea markets, antique shops, auctions, from friends and relatives and, of course, today – Ebay.

Series Two of Gowland & Gowland/Revelle "Pioneers of the Highway" also included five models. They were, again, 1/32 scale and included a 1908 Buick Model 10, a 1910 Cadillac, a 1914 Stutz Bearcat, a 1915 Model T center door sedan and a 1910 Studebaker electric coupe.

I have three samples of these models. The 1915 Model T is molded in black and for many years, I thought this was a highly inaccurate model because it has too many louvers in the hood and coach lamps by the doors. While this is inaccurate for the car, I later learned the model must have



1915 Model T Center Door

been based on a genuine Ford rendering or factory drawing.

Most of these models in my collection are not in the of condition. They are very old and have not been well cared for as I did not like the scale and lack of detail. I have, however, lately gotten a whole new



1914 Stutz Bearcat



appreciation for them now that I have learned they are so old and had a place in the model car industry.

This is another example of a Gowland & Gowland model in this scale. It is a 1910 Pierce Arrow which was molded in red. I don't know how many other models were made, but I have lately seen a 1907 Renault that is also listed as being from the Highway Pioneer Series.

For those interested in Gowland & Gowland models, they appear to be very affordable. I recently saw three of them needing some reassembly, which could not garner the \$0.99 minimum bid on Ebay.

Hudson Miniatures of Scranton, PA started production of "Old Timers" model automobile series in 1947. While not the first model kit builder, they are attributed as being one of the major founders of the industry. Early versions of the models were made of balsa wood, cast metal pieces and paper, while later editions substituted plastic for some of the metal parts. Production of the models ceased in 1953 (demand was on the downturn because of cheaper plastic models), but a considerable inventory was maintained until 1958 when a warehouse fire destroyed the remaining stock.

Most of the models were 3/4 -inch scale, or 1/16 if my calculations are correct. The lineup included a 1904 Stevens Duryea, 1904 Olds, 1911 Maxwell, 1903 Ford Model A, 1900 Packard, 1911 Buick Bug, 1903 Rambler, 1903 Cadillac, 1902 Franklin, 1906 Columbia Electric, 1914 Ford Model T fire engine, 1909 Stanley Steamer, 1910 International Harvester, , 1911 Brush delivery truck, 1914 Stutz Bearcat, 1913 Mercer Raceabout, 1906 "Old 16" Locomobile and 1914 Regal Underslung.



This Model T is considered one of the later versions because of its use of plastic for the lights, wheels and radiator. This particular model was mail ordered and carries and 1949 postmark. It is a very fragile model and I believe would be tedious to build.

From the Summer



Issue of the AACA Rummage Box

Trivia

1. What gas company has a large, orange ball with two blue numbers on it as its identifier?
2. This company's first signage was green/white before it was replaced with the trimark in 1965? (Hint) The company sponsored the NASCAR WoodBros. racing team many years winning races with drivers Kyle Petty, Neil Bonnett, Morgan Shepherd and Dale Jarrett.
3. This company the name as the brand. The "V" in its name acquired "victory wings" until 1960s.
4. What company does this logo belong to? 
5. This company had many ups and downs before the slogan "Put a tiger in your tank" put them high in the gasoline business.
6. This company dropped the flying horse from its logo and went with a red "o" in the one word name. 
7. What company had this lovable creature as its mascot?
8. What company used the slogan "You can trust your car the man who wear the star"?

See Answers on calendar page

Some news you can use

A recent survey has shown that the MINIMUM required 1-A:5-BC fire extinguisher is very hard to find. However, the 1-A:10:BC is readily available at Wal-Mart, Lowes, Target, Sears, K-Mart and Home Depot. The lowest price found at the time was a Kidde brand for less than \$10.

Help needed for Mardi Gras Parade at Westminster Retirement Center

Activities Director Don Dillehay will ask for approval as a club activity at the January 24th meeting for DSR to participate in Westminster's annual Mardi Gras Parade. This year it will be held on Feb. 2nd. Lineup will be at 12:30 with the parade rolling at 1:00 PM. You may decorate your vehicle in a Mardi Gras theme after arrival and throws are optional. Following the parade, there will be heavy hors d'orves and beverages for those participating. A convertible to carry the Mardi Gras King and Queen is needed and as many other cars as desire to participate.


Car Cleanups

Bird Droppings	Pour unsalted seltzer water on top, let bubble up, then wipe clean.
Dried Bugs	Make a paste of baking soda and water; wipe on area with a soft cloth. On bumpers, headlights or windows, use a plastic mesh scraper, rinse and wipe dry.
Tree Sap	Use a soft cloth soaked in olive or Vegetable oil. Rub in a circular Motion until sap is removed. Rinse, wipe dry.
Bumper Sticker	Spray with a lubricant, let soak in, then gently scrape off bumper with Plastic or rubber spatula.




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Nobody Beats Our Price or Selection!

Members' news

John Bogle was among the elite of having been recently "stented" in one way or another. Last report is that he is doing well and out-running his doctors! We have a new couple among us as of Jan. 12, 2008. **Mike Ebl** and **Carolyn Northcutt** were married in the Biloxi Christian



Church in the presence of family and friends. They plan a trip to California as a honeymoon some-time in February in conjunction with Mike's work.. The **Mims'** granddaughter, **Lindsey**, is an

outstanding Murphy High School student. As of this month, she had been offered: the Chancellor's scholarship at Troy State, the University of Mobile Founder's scholarship, SHC the Gulf Coast Scholarship Award, University of Alabama's offer to admit her to the Honor's College with a full four years tuition paid, LSU's Gold Oaks award plus admittance to the Honor's College and waiving of non-resident fees, and UAB at Birmingham's University Scholarship Award. The offers from Troy State, UM, SA, LSU and UAB all include four years tuition plus some other perks such as books and housing. She is still to be interviewed for SHC's "Most Prestigious Scholarship Award". Way to go, Lindsey!!!!!!!!!!!! **Jim Henderson** provided five vehicles and the drivers for the GMAC Bowl Parade on Sat., Jan. 5, 2008. We can give a big round of applause to **Trevor Goren** on being accepted to the University of Alabama. He has not made a decision yet where he will go but several of his hockey teammates are going to UA. Steve, Cathy and Trevor left Jan. 17th for a tournament in Canada. We'll find out how the team did at the DSR meeting Jan. 24th. Those of you that we haven't heard from, please let us know all the good things going on with you and yours. If there's a bit of sadness, we will keep you close in thought.

From the Editor...



If 2007 wasn't one of the fastest years that went shooting by, I don't know one that was. I assume that means the past year was one full of fun or else it would have dragged by without end.

Many years ago, Ernie Youens who was Editor when I talked my bride into joining the club, told me that being Editor was the greatest job of all. He said you will learn more about the members, know more about what is going on and find out more scuttlebutt than in any other position. You know what? I believe every word of that! Having observed Patt during her nine-year tenure as Editor taught me that if there is one single person in the entire group who is a real "know-it-all", that person is the Editor.

Thank you for allowing me to serve you again in the coming year and next month, I have a really big surprise for all of you who have contributed in any way this past year. Sorry, can't tell you now, you just wait and see.

Having worked for independent gas stations in my teens plus putting in some time off and on with my uncle who was a Texaco station owner in my 20s and 30s, I felt it was time we explored the gas station and what effect it had on us in our "growing up years". Please take a few minutes, go to the [AACA website](#), click on **Forums**, then **General Discussion**, then scroll down to **Ghostly Gas Stations**. Spend some time in yesteryear.

There are so many aspects to the old car hobby, I hesitate to list all of them for fear there being one I don't know about and omit. This year I hope to touch on "the hobby within the hobby" often. The first of this series is in this issue dealing with Myron Smith's article on model cars. What's your "hobby within the hobby"? I know there are many of you who have auto related collections. Please share the story with others.

Down here in the south, it does get cold and, on a rare occasion, we get a little snow. But nothing compared to what the owner of the this vehicle got when the owner forgot to close the sun-roof. Thanks to John Bright for sending the picture.



This is a good example of contributing to the newsletter. It doesn't always have to be articles, which are certainly welcome, but if you find it interesting, most likely your fellow members will also.

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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 and other specialty construction.