

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

2007 Dates to Remember

- Sept. 27** **Monthly meeting in the clubhouse 7 o'clock**
- Sept. 29** **McDonalds display @ Airport & Schillingers 2-5 pm**
- Oct. 1-7** **CRUSIN' the COAST !**
Oct. 10-13 **HERSHEY !!**
Oct. 19 **5h Annual "Fun in the Son" car, truck & bike show at Faith Fellowship Baptist Church in Robertsdale, AL
Info: (251) 947-5683**
- Oct. 21** **"Crusin' on the Shore" classic car & live Bluegrass music Show 2-5 pm at Daphne Civic Complex 26205 Hwy 98. \$25 Registration fee, CASH PRIZE for first place
Info: (251) 621-3707**
- Oct. 27** **Antique Auto & Engine Club of MS annual "Ghosts, Gouls & Chariots" annual open show at Choice Supermarket in the Hardy Court Shopping Center at Courthouse & Pass Roads In Gulfport Ms.**
- Oct. 27** **8th Annual Past Time Cruisers Open Car & Bike Show at new Location – Colonial Mall at Airport Blvd. & I-65 N.
Info: (251) 423-2944**
- Nov. 3** **Mobile Police Family Fun Day @ Henderson Farm. Bring your vintage vehicle & a chair to enjoy one of the year's best events!**
- Nov. 3** **Annual Bob Smith Car show in Jackson, AL
Info: blue54chevy@bellsouth.net**
- Nov. 15** **November DSR meeting one week early due to Thanksgiving holiday**



The Sparkplug



Deep South Region A.A.C.A. Newsletter Vol. 41 No. 9 September 2007

“It’s All About Kids – 2007” Car Show

By Patt Paquet

Saturday, September 1, was a “weather window” for the folks who worked so hard to put this show on. Nearly every day leading up to show day, there were thunderstorms and/or rain showers that seem to be typical of late August in our area. However, on the day of the big event, there were hardly even any clouds in the sky. Sunday, it was back to square one weather wise with thunderboomers and rain. Just goes to show, the Fates love helping out a good thing!

There are a number of people who help keep this show going but to the best of my knowledge the point people are former DSR members, Ray and Katherine Harper. They have been to nearly every show that has taken place anywhere along the Gulf Coast this year. This is not to say they don’t have a lot of good and faithful help, but they are always out setting up a booth or a table or just standing under the awning of their motor home handing out information and registration forms. I know this because waaaay back in March and April when some of us were hitting these same shows handing out our fliers, we ran into them.

Although the weather was hot, there were at least 100 vehicles registered for the show held at Theodore Middle School’s parking lot. There was a huge variety of entries, everything from a “rat rod” to some fine examples of restored vehicles and to-drool-over motor-cycles. I’m not sure how the judging is handled but the scores were in and computed in time for the scheduled trophy handouts.

One thing that had folks standing in a line that would have been out-the-door, had there been a door, was ice cream being turned out by hit-and-miss engines. Seems as if every few putt-putts, a new bowl of vanilla or chocolate was ready to be had.

We took our “old faithful”, the ’55 Fairlane which now has newly installed power steering. According to

Buddy, it drove like a dream. We had made plans ahead of time for Jerry Finley to meet us at our house, go to the show where we would drop off the car to be picked up later in the day and come back to our house in order to stay out of the heat and lunch. Arriving at about 10:45 AM we were number 96 to register and there were several participants who came in after we signed in.

Jerry decided to wander around to look at the cars and

visit with people he hadn’t seen in a long time. It wasn’t much after that I ran into another DSR member, Buddy Givens, who was looking at his last row of cars. Since I was planning lunch for three, why not make it four? Buddy G. was readily agreeable since he wanted to hang around the show some later in the day but didn’t relish the idea of spending another two

or three hours in the heat. Long story short, we all met at our house to hang out in the AC, enjoy some pleasant conversation and eat lunch, all of which allowed Buddy G to stay keep his schedule. On September 10th, we received a “thank-you” letter from the It’s All About Kids 2007” staff expressing appreciation for our participation

and letting us know that there will be about a \$14,000 profit which will be divided between the two families of the child cancer victims. One of the children, McKenzie Smith, is a five-year-old who attends Meadowlake Elementary School in Tillman’s Corner. The other is Emily Landry, age 12, of D’Iberville, MS. Both youngsters have bone cancer. There were 16 auto clubs represented, including DSR, and

one motorcycle club in the registration.

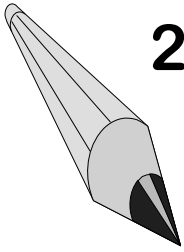
It was worth every drop of sweat getting the car ready and sitting on hot seats! However, Buddy might have another opinion on that. He ended up with severe dehydration and heat exhaustion that put him in the hospital late Saturday night until he was discharged around noon time on Labor Day Monday.



Jerry Finley stops to chat with a friend



Alabama fans love their football !!



2 the point

The summer heat seems to be slacking a little...finally! Just lets keep our collective fingers crossed that Hurricane Season continues to bless us with no storms.

Sorry I could make the August meeting. Thanks to V.P. Patt for making my absence painless for the Club. Thanks also to the Paquets, Jim Henderson and Paul Dagenais for the fridge replacement project.

Fall Car Show season will soon be upon us, so start watching Herb's DSR web page calendar for the local shows. I was also pleased to see that the Garage Tour event was so well received that another is planned. That idea was sure a winner.

Speaking of my absence from the last meeting – when I volunteered to be Club President last December, I was just beginning my third career as a law enforcement/homeland security consultant for a national firm. As of Sept. 10th – I have seven out-of-state trips that I am committed to during the upcoming three months. What that means is that I will be missing a lot of meetings from now until the end of the year, unfortunately, but my priorities must be towards my business commitments. That's the primary reason that I announced in the last newsletter that I would be stepping aside from Club Office at the end of this year. I'll continue to work for the club when I can – and when I'm home.

I, along with all the other club members wish to extend to Don Dillehay and family our deepest condolences on the death of his wife and our club member as well as friend, Frances. Our prayers with be with you in the coming months and our friendship and support will be there when ever you need them.

Dick Cashdollar, President

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The *Sparkplug* is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:00 PM in the clubhouse located at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$15.00; AACA national dues are \$30.00. *Ownership of Antique a vehicle is not a requirement for membership.*

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Taxi!! Taxi!!

By Buddy Paquet

We've all heard those two words shouted by people wanting to get from one place to another, if no where else but in movies. I was stopped at a traffic light a while back when a Yellow cab pulled up in the lane next to me. This started me noodling on where these vehicles originated. That led to some reading (The definition of "taxi" is a motorized vehicle that transports passengers, and sometimes parcels, between one place and another.) and a fair amount of computer time. This paid off in quite a lot of interesting information.

For instance, the words taxicab, taxi, cab, or hack are all interchangeable here in the U.S. They all mean the same thing. Their history goes back hundreds of years to ancient times. "Sedan chairs" were used in Egypt to carry pharaohs and queens through the cities centuries ago. During the 1600s this type of transportation became very popular in England and Europe. Sadly for the rider, they were slow and not always a smooth ride.

Then there is the rickshaw which is a cart with two wheels that originated in India although most people think of it being used only in Asian countries. It is built to carry one or two people, depending on how strong the runner is. Then there was the animal powered vehicle (the Hansom cab) and don't forget the boats (gondolas or "water taxis"). You can see what we are used to thinking of as a taxi is nothing new.

Toward the end of the 19th century, automobiles began appearing on city streets throughout the country. It is said that Harry N. Allen, who imported the first New York taxicabs from France, also coined the word *taxicab* as a contraction of "taximeter cab". Long story short, the word originally meant "tax/charge" in Medieval Latin and together with "meter" from the Greek word 'metron' meaning measure, it went through adaptations and derivations to what it is today.

Getting back to the automobile part of this story, it wasn't long until many of the cars started hiring out in competition with horse-drawn carriages. Unfortunately, the vehicles were somewhat impractical (they had batteries weighing nearly 800 pounds) but there were nearly 100 of them on the streets of New York by 1899. The taxi, or vehicle for hire, holds the distinction of causing the first American to die in an automobile accident. Henry H. Bliss, a 68 year old man was helping a friend from a street car when a taxi swerved, hitting him resulting in his demise.

It was the 1891 invention of the taximeter, familiar mechanical device that calculates the fare, that spawned the modern taxi. Later, the device became electrically operated. The first meter-equipped taxicab was the Daimler Victoria, built by Gottlieb Daimler in 1897 and the first motorized taxi company began operating in Stuttgart, Germany that same year.

Taxicabs began to proliferate around the world in the early 20th century. The first major innovation after the taximeter came in the late 1940s. This was when two-way radios first appeared in taxis. This enabled dispatchers and drivers to communicate thereby serving customers more efficiently.

Unquestionably, the two most well known taxicab companies in America are Yellow Cab and Checker Cab. They are easily identifiable by their paint schemes. Yellow cabs are just that, yellow, which was the idea of originator, John Hertz, to attract riders. The Checker taxis have a distinctive black-and-white or black and yellow checkerboard stripe around the vehicle.

History says the Yellow Cab Company actually started in 1905 when Walden W. Shaw and John Hertz became partners in an automobile agency. A year later the company incorporated and in 1907 it purchased a number of small Thomas (E. R. Thomas

Motor Company, Buffalo, NY 1903-1918) taxicabs equipped with meters. The Shaw Livery Co., a combination of several cab and livery firms, came into existence in 1910.

During this time, John Hertz continued to build Yellow Cabs but often ended up with excess autos. He hit upon the idea of renting them to patrons, thus his "Yellow Drive-Ur-Self" division came into being (the forerunner of Hertz Rental Car). From the beginning, this company was recognized as a pioneer of the taxi industry. The color was selected as the result of survey by a well known research institute. In these early times, automobile ownership was definitely a status symbol. Anyone riding in a common taxicab was not dignified at all. Although someone riding in a non-yellow colored cab might have been thought to have a chauffeur as well as a car. After a lot of work, riding in a Yellow Cab meant here was someone who could afford the comfort and ease of a taxicab ride.

Both the Shaw Livery Company and the Yellow Cab Company were using about a dozen different makes of automobiles for taxis. None of these (Cont. on Page 4)



Example of a 1930s Yellow Cab

Taxi! Taxi! Cont.

were built for the business so a decision was made to design a special purpose car strictly for taxi use. The first Thomas Model J hit the streets in NYC on New Year's Eve 1914.

With the new "Yellow", the company went all out for volume. Fares in 1915-16 were 25 cents for the first one-half mile and 10 cents for each mile there after. Rates actually fluctuated depending on the nation's economy. In the '20s the average one-mile ride cost between 30-45 cents. At the height of the depression in 1933, the same ride was 20 cents.

Hertz's company devised a manual windshield wiper for the cabs which was replaced by the first automatic windshield wipers. He also liked the new Firestone balloon tires which provided a more comfortable ride for passengers. He converted all of his cabs to wider rimmed wheels to accommodate the tires. His use of the tires contributed greatly to their success. Another of Mr. Hertz's business ideas was having drivers outfitted in uniforms and opening doors for passengers.

Aggressively continuing his business, John Hertz's Yellow Cab Company had produced 2700 cabs by 1925 - the largest taxi fleet in the world.

**He sold his Yellow Cab to the Parmalee Transportation Co., but in 1929 after a suspicious fire at his stables killed his prize race horses, he left the cab business, selling his shares to Morris Markin, the man who founded who founded the Checker Cab Co.

Transportation Co., but in 1929 after a suspicious fire at his stables killed his prize race horses, he left the cab business, selling his shares to Morris Markin, the man who founded who founded the Checker Cab Co.

I would never have guessed that both Yellow Cab Co. and Checker Cab Company came out of Chicago.



1922 Model H3 Checker Cab

****The manufacturing arm went to General Motors which wanted to sell it. After Markin refused an offer, GM entered the taxicab business as Terminal Taxi Cab and a second fare war broke out in NYC. To end the dispute Mayor Jimmy Walker created the NY Taxi Cab Commission which ruled all cabs in NY had to be purpose-built cabs, not consumer car conversions.**

Yellow Cab has been a leading innovator in the cab industry for over 80 years. It was the first company to install seat belts in the rear of its cabs before they were mandated. The company was also the first to utilize antilock brake systems, child safety restraint seats and a computerized safety tracking system in its vehicles.

According to what I read, Yellow Cab Co. is still a cutting-edge business. The introduction of computerize job management and distribution systems, GPS in all cabs plus internet taxi ordering is sure to

keep the company a market leader. Yellow Cab is involved in numerous civic and charitable organizations in Chicago. It has under-written English as a second language course for drivers throughout the Chicago City Colleges and also provides scholarships for drivers, their spouses and children.

Morris Markin, who was referred to a few paragraphs back was a clothier from Chicago, IL in

the early 1900s. He became the owner of the Lomborg Auto Body Mfg. Co. of Joilet IL when the owner defaulted on a \$15,000 personal loan from Markin. The manufacturer made bodies for Commonwealth Motors who marketed the vehicles to cab companies under the trade name *Mogul*. Believe it or not, this was the beginning of Checker Cabs as we first knew them.

Concurrently, Checker Taxi – a privately-owned cab company in Chicago that had no affiliation with Markin – placed a larger order in 1920 for Mogul cabs with Commonwealth. The company was on the verge of bankruptcy and Markin, through some rapid legal maneuvers, acquired Commonwealth. Over the next year or so, having waited for the dust to settle, Markin merged the two firms and re-organized them as the Checker Cab Mfg. Co. in May 1922. He moved the new company to Kalamazoo, MI where he was able to take over factories used by other manufacturers. He had confidence that Checker's future lay in taxis and focused all his efforts on the Checker Model C taxi. By 1925, turning out over 1,000 cabs per year, it was the largest exclusive cab maker in the country.

In 1933, Checker briefly became a part of the Cord empire; then, in 1937 the SEC charged E. L. Cord and Morris Markin with manipulating the stock of Checker, Parmalee Motors and Chicago Yellow Cab. Both denied the charges but agreed to abide by a court order forbidding them to engage in any trading in violation of securities law. The same day the court (Cont. Pg. 5)

Taxi! Taxi! Concluded

order was issued, Cord disposed of his shares in his far-flung automotive enterprises. Markin retained control of Checker, the only company that had been a Cord holding to survive.

Eventually, Markin and his partners owned much of the cab business in Chicago. In 1929 they held about 60 percent ownership in Yellow Cab, including all of John Hertz's holdings. Within a few years, the group had control of both Checker and Yellow Cab in Chicago. By 1935, they had converted Checker Taxi from an affiliation to a corporation and had taken Yellow Cab from a publicly-held to a privately held company.

The famous Checker Marathons, used by the cab industry throughout the country for more than 60 years, finally ceased production in 1982. They re-main collectors' items in many private and public automobile collections.

Checker/Commonwealth's Mogul taxicabs were forever immortalized in the 1931 12-chapter Mascot Pictures serial called *The Galloping Ghost* which starred pro-football star Harold 'Red' Grange. The typical crime drama concerned the Mogul Taxi Company, which was in reality a front for a criminal gambling ring that specialized in fixing football games. Grange was unwilling to cooperate, and their numerous fisticuffs were documented in the series' twelve chapters.

On July 7, 1970, Morris Markin passed away, leaving the nearly stagnant company in the hands of his son David who at that time was more interested in playing tennis than manufacturing automobiles. However, Markin eventually got himself in gear, and started looking for other sources of income, one of which was Checker's special projects division which began to produce body stampings, truck boxes and sub-frame assemblies (Camaro & Firebird) for General Motors and others in the early 70s.

David Markin remains an avid tennis player and supporter and divides his time between homes in Palm Beach and Kalamazoo. He was instrumental in the development and building of the Arthur Ashe Stadium, home to the U.S. Open, in Flushing Meadows, New York, and has served as chairman of the U.S. Davis Cup Committee and president of the United States Tennis Association. At the time of his 2003 divorce, Markin's wealth was estimated at just over \$100 million. Unfortunately for the Checker heir, his ex-wife Susan is in line to receive half of that amount when their divorce proceedings are finalized.

Lest we forget, there are wheelchair accessible taxis. They are most often vans or minivans that have undergone special modifications. These vehicles are part of

the regular fleet and are not reserved exclusively for wheelchair users who sometimes incur a lengthy wait.

From horse drawn coaches of the 16th century to hansom cabs in the 19th, then the first and one of the only electric-powered cabs in 1897, taxis can be somewhat fascinating. At this particular point in time, the biggest taxicab manufacturer is in England. Today, London counts approximately 20,000 black cabs (they are referred to in this way, no matter what their model or color) with more than 24,000 drivers. Built in the mid-sixties, the FX4 seems to be everyone's favorite. So much so that the new TX1 model is built to look like it...like a genuine London cab.

You might be interested to know there is an actual English Taxi right here in Mobile. The owner just acquired it this month.



An absolutely, positively genuine London taxi



It is a left-hand drive



With drop seats, carries 6

Superimposed over the letters "USA" is the word "LondonCoach", which is the builder. This particular model is a 1985. When these pictures were taken on Sept 19th, this little jewel was British green. However, when you see it, it will sporting a brand new black paint job. Oh, did I forget to say that the new owners are Jim and Nancy Henderson and you can see it at the Nov. 3 farm party!

Answers to Auto Trivia
(1) Cadillac (2) Air conditioning (3) Oldsmobile in 1940 (5) 1920 - Dusenber **(6) 1975 (7) 1984**

Touring with AACA

By Eric Marsh, Chairman 2008 Sentimental Tour

I have worn many hats at AACA events, but the one that has given me my most memorable days is as a leader and participant on AACA tours. Most of our clubs have a car show, and some sponsor national shows, but relatively few have discovered the great fun in sponsoring a tour. As I get ready to lead the Sentimental Tour in 2008, a great many memories of past tours come back to encourage me to make this tour one that people will remember.

For those who have not gone on a tour, you have missed meeting some interesting members and have not had a chance to make long-lasting friendships. In a changing world, the tour is a great place to rekindle the spirit of a community. Everyone on a tour looks out for all the others. Those who are worried about having a breakdown on tour can relax. Your fellow AACA members will come to the rescue and solve the problem so that you can continue.

What is in it for the home club? Everywhere I go, the home club has been proud to show off their part of the country. It is sort of like touring when your relatives come, but an AACA tour is a lot more fun. Suddenly members will discover places to visit a few miles from home that they did not even know existed.

I am amused by some of the things I have seen on tour. A few years ago, a tour visited the largest collection of washing machines in the world. Everything from the very earliest to the most modern was on display. I was fascinated.

Another tour I witnessed an old Packard spin the rear wheels in an attempt to get the best time at a drag strip. There are many such events that I still remember with a smile. One other reason to go on tour is that you will visit areas that may have been on your "sometime in the future" list. I went on the Founders Tour in Vermont this year for that very reason.

Sponsoring an AACA tour requires some work. The outcome is a fresh appreciation of the area in which you live, the great fun of showing others what you have, finding new places to visit just around the corner and making lasting friendships with others in this great hobby.

Touring is a great incentive to get the necessary work done on your antique vehicles, whatever they are. The Sentimental Tour is for vehicles 1929 through 1958 and will be a hub tour out of Burlington, NC June 1-6, 2008. There will be daily drives of under 100 miles on secondary roads where 35-45 mph speeds are fine. If you want more information, contact me at (704)855-3699 or ecmarsh@earthlink.net

Library Update

By Kim Miller, AACA Librarian

Have you checked out the AACA Library's online catalog lately? If you haven't, you are missing a great resource. Material is being added to the database daily. Sales literature, owner's manuals photographs and ad material covering A – Metz and P – Toyota are now in the system. In addition, a catalog of the library's over 4,000 books is online. This task is not as simple as it may sound. Library assistants Kathy Armstrong and Lynn Gawel examine each piece of literature to be entered to make sure it is dated correctly and make any needed repairs. Each item is described by what it is (catalog, folder, manual, etc.), the number of pages, illustrations, whether it is in color or black/white, size and any other identifying feature or code number. Their dedication to this task is giving the entire automotive history community an excellent resource. And, lest we forget, we are able to undertake this cataloging project because of the generous matching grant we have received from the Collectors Foundation. We must raise \$20,000 a year for five years and that is matched by the Foundation. We are in year three of this project and, so far, have been able to meet our obligation. Thanks to you, we are able to continue to grow our library. The staff at the library greatly appreciates the support of the individuals, regions and chapters and hopes it will continue.

One other thing you may want to check out is the "image of the week" on the library's website. Each week, a new image is placed on the site. The image will feature something that is found in our library – sales literature, a book cover, a postcard. Check it out – we'll try to feature items from the early 1900s up through today. At times, we'll also put on a picture from AACA's history.

If your region or chapter is looking for a fun weekend run and you're in the Hershey area, don't forget a trip to the Library can include a tour of the Library (complete with punch and cookies) and a visit to the AACA Museum. Just give me a call and I will work with you to set up a visit to the Library. The goal is to bring automotive history and people together.

If you and your family are in the Hershey area visiting all the attractions, feel free to stop by the Library. We are open Monday – Friday, 8:30 am to 3:45 pm. We would love to meet you and show you around.

The 14th annual AACA Library Auction will be held Oct. 8th if you will be attending the Eastern Fall Meet. Feel free to contact me by phone at (717)534-2082 or Email – kmiller@aacalibrary.org. The website address is www.aacalibrary.org.



From the Editor...

You know what? I really like it when my thoughts are in line with someone else's but they just have a way of saying it better. My good friend,

John Myer, AACA President 2000 and current President of the AACA Dixie Region expressed my feelings so well in his column last month. I believe you will agree with what he said.

“ Many times we take our membership in AACA and the Dixie Region without much thought, but a few weeks ago, I had another example of what rewards membership in our national and local clubs and bring us. I received a frantic telephone call from an AACA member in South Paris, Maine, asking for help! He had purchased a '55 Packard from a party in Edwardsville, AL, supposedly in 'good working order'. This fellow from Maine had the Packard towed to Birmingham, to be picked up by an auto transport company and transported to Maine.

When the Packard was delivered to the transport company, the company refused to load the car because the brakes weren't operating properly. What was this fellow to do? He checked the AACA Website or the list of Regions in the back of the Antique Automobile and found my name as President of the Dixie Region.

He contacted me early on Tuesday morning for help. Did I know of a reputable brake shop in Birmingham? Since I live away from the City, I decided to put him in touch with a Dixie Region member, T. Stout, who owns a Packard and lives in the metropolitan area. He knew the President of the local Packard Club who operates a repair shop. Mr. Stout very willing contacted the fellow from Maine and gave him this information.

The result – the AACA member in Maine called me the very next day, told me his problem was solved and the '55 Packard was being loaded on the transport with everything in working order. Another benefit of being a member of AACA! None of us know when we may need to use the network of AACA members throughout the USA for our benefit!” Well said, John!! And I would encourage any newsletter editor to share this with their club members.

Sympathy

Deep South Region members extend our sincere sympathy to Don and the entire Dillehay family on the recent passing of Frances. She and Don had a blended family of three children, grandchildren and great grandchildren plus other relatives. Frances fought a long, hard battle the past few years against a variety of illnesses. We all will miss this strong-willed woman who in times past was a very active club member.

Member News

The **Brights** are home from their motor home trip out west, all the way to California and hopefully the **Whites** are home from their motoring vacation, all the way up to Maine. Trust all of you had a great time. The **Musgroves** were in Baton Rouge the weekend of Sept. 15-16 for a Louisiana Region AACA Chapter Tour that included Angola Prison. **Jim Henderson** and grandson, **Travis**, attended the Charlotte (NC) AutoFair and Swap Meet Sept. 13-15 where they found a couple of new additions for Jim's collection. The **Thoms** along with their son and daughter-in-law enjoyed a four day trip to Calabash, NC for Herb's sister's birthday plus seeing the sights and doing some shopping in Myrtle Beach, SC. **Steven and Trevor Goren** decided to check out the University of Ohio – Miami as a possible college choice for Trevor while there for Trevor to play in an ice hockey tournament Sept. 13-15. He was the top scoring player on his team but unfortunately, the team didn't win the tournament. Keep up the good work, Trevor.

Auto Trivia

1. What manufacturer first used the electric starter?
2. Packard introduced a new innovation in 1940. It was so bulky, it was installed in the trunk. What was it?
3. What manufacturer and year offered a fully automatic transmission?
4. What year and automobile first had hydraulic brakes?
5. The first fuel-injection systems were offered in 1957 by two different manufacturers. Who were they?
6. What year did the catalytic converter first appear on cars?
7. What year did the minivan start to overtake the station wagons as the traditional family car?

(Answers on Page 5)

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Car memories from the past

Contributed to Buddy Paquet



The picture to the left is of my maternal grandparents. I think the baby is my older brother who was born in 1935. I'm not sure where it was taken, but probably in the

Tillman's Corner area where they moved to about 1937. The car possibly is an early 30s model Chrysler. My grandfather was sort of a "Jack-of-all-trades" and a sometimes painter. I can remember when I was in my early teens going with him as a helper. We would pile the ladders, paint, brushes, other tools and drop cloths into whatever vehicle he had at the time. When the trunk was full, the overflow went in the back seat. My mother, brother and I lived with my grandparents during my adolescent years. Therefore, I saw a variety of vehicles because my grandfather did not like paying a lot of money for a car. The ones he bought didn't last very long but I remember a 1936 Buick that he owned when I was 14. He got arrested in it for having had just a little too much to drink and never drove it again. He parked next to a field which gave me the chance to learn to drive. Me and that Buick had more than one adventure in this field which was not at all appreciated by my uncle's spirited horse.

The picture to the right is most likely me posed on the running board of my parents 1935 Chevrolet. I am sure it was a pre-WWII picture



but I was too young to remember anything about the car at the time. This picture also was probably taken in the Tillman's Corner area. Back then there was one sort of combination general store and gas station at Highway 90 and Three Notch Road. It was also the Greyhound Bus stop. During WWII, my grandfather opened a grocery store across the highway from the original store. Being about 5 to 6 years of age, and nothing more to do, I could sit out in front watching the cars traveling Highway 90 which was the main artery between Mobile and New Orleans. Perhaps that's why today I have an appreciation of the older vehicles.

Contributed to Patt Paquet



OK, no fair laughing! I hear lots of you talking about your first modes of transportation; anything from roller skates to bikes to motor scooters, all the way up to cars.

Well, let me tell you that this was my first transportation. And it was a heck of a lot better than walking a mile or two out to bring in the cows and following them the same distance back. I had "Curley" (so named for the beautiful curling hair on his white face) from the day he was born and he grew a lot faster than I did. By the time he was two years old, he stood much taller than the fence behind us. I would climb the fence, stand on the top board and launch myself up and onto his back. He never even so much as flinched until I gave him a gentle kick to let him know it was time to start hunting up the herd.

By the time I was 16, my transportation situation improved considerably. My mom had been working and my Dad bought her the Model A but she was never comfortable driving a car due to some unlucky experiences in her early driving years. I thought myself very lucky to have something to drive to school, work and generally have a good time with. And have a good time I did. The weekends that I wasn't working, it was not unusual to have 4 girlfriends in the back seat, one in the front passenger seat and one wedged between the two front seats but kneeling between the front and back. We would, as did everyone else who had any kind of car, make what was referred to as the "drag" on main street, stopping at the drive-in restaurant on one end of town for a while then reversing our route to end up at the ice cream stand on the other end of town. What a great time that was. Of course you know what Model A headlights are like...not much! But that didn't matter, the street-lights were bright enough to get home. I know I drove this car until my 1958 high school graduation and left to business college but after that, but I can't remember what happened to it after that.



AACA Western Fall Meet

By Guest Author, Harry McGill

We took the long way from Imperial Beach, CA to the Canyon, TX AACA Fall Meet. We left home in time to arrive in Kansas City late on Thursday morning, Aug. 30th. After having a BBQ lunch with our KC gang, we off-loaded and stored our motorcycles and had time to visit.

It was an early start on Friday for Davenport, IA and the Antique Motorcycle Club of America swap meet. After getting there in time for lunch, we spent the afternoon checking out part of the 20 or more acres of vendors. I spotted many parts I could use; I just didn't bring enough money. But they provided a cure for that, too, with an ATM on wheels. What we didn't see on Friday, we tried to see on Saturday. There were vintage motorcycle races taking place but we didn't have time to watch them.

Sunday we were back in Kansas City to spend a few days with other friends. Monday was a resting day, which was good since we decided to take the bikes to the Harley factory in North KC, MO. One especially interesting note about this place is the CVO section, that is Custom Vehicle Operation and is run by a female engineer who does all of the design for Harley.

Wednesday it was back on the road that began with a light drizzle that turned into real rain later. It didn't last long, just enough to mess up the bikes.

It was really warm when we checked in at the Best Western in Canyon, TX. This was a really nice place, less than two years old. Our accommodations were excellent and they gave us a room facing the parking lot so we could keep an eye on the motorcycles. We were on the second floor so I would have a good shooting angle if needed. We rode the new Harley that night to eat at the Sonic Drive-in. It was something new for us and we had to, of course, eat outside. Would have been a lot better if the wind hadn't been blowing 20-30 mph. The only way to keep the food on the table was hold it down!

When registration opened on Thursday, we picked up our package then we hopped on the bikes and rode to their "Grand Canyon" better known as Palo Duro State Park, about 15 miles away. Had lunch at one of their shops where the two cooks (??) looked like someone you wouldn't want to meet on a dimly lit street, but the food was good. There were about five waterways in the park in various locations with height sticks and it appeared that at recent times the road could have been under 4-5 feet of water. Don't know about the campsites, but I wouldn't want to be there when it rains. Returning to town, we

drove around to get the lay of it, but that didn't take much time. We attended the "Early Bird" BBQ that was held outside the old Courthouse in downtown. They had some good Country-Western musical entertainment.

A "Cowboy Breakfast" at a ranch about 12 miles out of town got Friday off to a nice start.. We took the truck which was a good choice as more than half a mile was dirt road with lots of ruts and cow pies. Everything was cooked on an open fire including scrambled eggs, sausage, bacon, potatoes, gravy and biscuits. Coffee and cinnamon rolls rounded it out. We were back at the hotel by noon and then took the truck to the Panhandle-Plains Historical Museum. After about two hours we were getting a bit worn out but looking out the door, we saw the rain coming down in buckets. We decided to look around a little more with the hopes it would move on. Finally, I decided to make a (slow) run for the truck and come back to pick up Evelyn and a friend. The gutters on main street were running about 2 feet deep and there was a storm drain between his hotel and ours that was something around three feet deep, about the top of our truck tires. Once back in our room and into dry clothes, I filmed some of the street action of cars plowing through the water. Later found out there was seven inches of rain in two hours! Fortunately, the weather cleared in time for us to go to the Friday evening meal and entertainment at a local church. A really nice buffet.

It rained again during the night but that didn't keep me from the Saturday Judges' Breakfast and my judging assignment. The sky continued to stay overcast, looking like it could start to rain any minute. There were 125 vehicles entered and only a few did not show. My team was assigned all motorcycles classes and cars 1912 – 1925. By late morning when judging began, the weather cleared and it was a beautiful day. Everyone enjoyed this timely break in the weather.

When judging was finished, we loaded the motorcycles on the trailer in preparation for our return trip to CA. After the Awards Banquet, we hit the sack, ready to head home the next morning. We were off at 4 AM San Diego time. By pushing the speed limit and skipping lunch, we arrived in Yuma, AZ at 6 PM (about 900 miles). Would have made it sooner had it not been for an AZ State Trooper escort during the last 50 or so miles. We pulled in the drive way at 10 PM having passed those last four hours talking about what a great trip it had been. Sure nice to be back in Imperial Beach where the humidity is closer to normal!!



Steve Moskowitz
Exec. Director

...from National Headquarters

AACA dues have gone up a modest \$5.00, which puts us still lower than most national clubs. However, the key feature of our new membership is that you get back far more than the new benefit package which will be in the September-October issue of the *Antique Automobile* and on the website lists an incredible amount of new perks for our members. AACA continues to upgrade services, awards, our magazine and other benefits to make your membership experience the best.

In addition, the club has pledged a major donation to the AACA Museum and to the AACA Library, which should help lessen the need for fund raising. In the end, AACA is the best bargain in the hobby!



...from the VP, Class Judging

There has been a change in the fire extinguisher requirements. As of January 1, 2008, AACA requires that all cars in an AACA event carry an up-to-date and fully charged 2.5 pound dry chemical extinguisher with a ration of **1A 10BC**. We suggest that you acquire one and start carrying it now so it becomes second nature.



Exit laughing

Frustration is trying to find your glasses *without* your glasses.

I was always taught to respect my elders, but it keeps getting harder to find one.

The irony of life is that, by the time you're old enough to know your way around, you're not going anywhere!

Every morning is the dawn of a new error.

Date, locations set for next DSR garage tour

Members so enjoyed the first garage tour the club held August 18th, it was discussed at the club meeting later that month to hold another. The next one is scheduled for October 20th and will be in west Mobile.

Those attending will meet in the Lakeside Lodge Catfish Restaurant on Cody Road just south of Airport Blvd. The McCuskers will meet the group there to lead us to their residence. There is a rumor that we will be treated to hot biscuits with jelly/jam/preserves and coffee.

Departing the McCuskers we will back-track to Cody Road, go to Airport Blvd. en route to the Musgroves compound. There will be a re-grouping stop at the new police/fire precinct out near Mobile Regional Airport. From there it is a nice drive out to the Musgroves which is just west of Snow Road. They have been very gracious to participate on this tour in that they will be leaving early the next morning for Cape Canaveral to see the shuttle launch.

After some looking, oohing and aahing, and generally enjoying this stop, we will be back on Airport Blvd. west for the Paul Dagenais' garage which another leisurely drive. You should be aware that Paul's location is off the paved road. To get to it you must drive a short distance on a dirt road. So be forewarned about dust and grime.

Particulars are still being worked out as far as lunch is concerned. You can sign up at the Sept. 27th club meeting or call/E-mail Patt Paquet. Hopefully, all details will be finalized by Oct. 15th. Patt will try to keep everyone informed.



DSR Nominating Committee

Walt Fuller, Chairman, and his committee members, Dick Cashdollar, Jim Henderson and Lambert Mims will be hard at work from now until the Nov. 15th DSR meeting to acquire a slate of candidates to fill the 2008 officers positions. If you are interested in giving back in some way to something that gives so much to you, let them know.

**Deep South Region AACA
Minutes – General Membership Meeting Aug. 23, 2007**

The meeting was called to order at 7:05 P.M by Vice President Patt Paquet. A quorum was present. The invocation was given by Chaplain Lambert Mims followed by the Pledge of Allegiance. It was noted that Frances Dillehay was hospitalized for surgery on the previous Friday evening and that Mickey Cox is now on the mend after an extended illness.

Old Business: The Vice President advised the new refrigerator had been purchased within the allotted amount and thanked members Paul Dagenais, Jim Henderson and Buddy Paquet for their assistance in getting it installed and the old one removed.

Secretary: Absent – a motion to approved the July minutes as published in the August newsletter was made, seconded and carried.

Treasurer: Absent The Editor nor the Member-at-Large had any old business.

Webmaster: Continues request for pictures and stories of members cars to post on website.

Activities: Review of the Aug. 18 Garage Tour with slide show of same

New Business: Vice President and Secretary: None

Treasurer: Absent – a motion to approved the August Financial Report as present was made, seconded and carried.

The Editor, Member-at-Large nor the Webmaster had any new business.

Activities: **(1)** having another garage tour in October. Following a short discussion, it was voted to hold same Oct. 20th with details to be worked out. There will more information in the September newsletter. **(2)** DSR was asked by Jim Barnes Enterprises dba McDonalds to display 6 cars of 1950-60s vintage 2-5 PM for the Grand Opening of the re-built unit at Schillingers Road and Airport Blvd. The tentative date is Sunday, Sept. 23, 2007. A donation to the club in the amount of \$600 will be made. There were 6 immediate volunteers. An invitation to all other car owners was made to bring their cars along and display them in the parking lot behind the unit. A motion was made, seconded and carried to make this a club event. **(3)** A request from the Mobile Bay Area Veterans Day Com-mission for cars to participate in the Nov. 12th parade was presented. This also received favorable discussion and a motion was made, seconded and carried to make this a club activity. The VP will coordinate with the MBAVDC parade.

Reminders of future events such as Family Fun Day at Henderson Farm, the club Thanksgiving Dinner. Martha Fuller volunteered to work with Lycyle on the Thanksgiving Dinner. Mention was made of the 2008 car show and if the date would revert back to the Mother's Day weekend. The Vice President stated that this matter should wait until the DSR President is back to be handled as well as trying to make sure we have as many members present as possible to discuss the details of the show.

Following the 50/50 drawing which was won by Richard White, a motion to adjourn was made, seconded and carried. Meeting adjourned at 7:55 PM.

Respectfully submitted
Patt Paquet, Secretary Pro Tem



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