

Sparkplug

NEWSLETTER OF THE
DEEP SOUTH REGION

A.A.C.A.



1997 OFFICERS

PRESIDENT:	
John Reid	666-3761
VICE PRESIDENT:	
Mike Williamson	473-3442
SECRETARY:	
Greg McDonnell	476-7178
TREASURER:	
Carl Bailey	947-5262
ACTIVITIES COORDINATOR:	
MEMBER AT LARGE:	
Jim Martin	661-6133
EDITOR: Patt Paquet	661-4009

Vol. 30 No. 2

EDITOR: Patt Paquet

661-4009

New AACA President No Stranger to Ups and Downs of Office

Samuel H. High, III assumed the office of President of the Antique Automobile Club of America at the 61st annual meeting Feb. 8, 1997 in Philadelphia, Pennsylvania. He joined AACA in 1969 and became a life member in 1974. After being elected to the AACA Board of Directors in 1987, Sam has served as vice president or chairman of numerous committees. This editor had the pleasure of a one-on-one interview with him at the Southeastern Division National Fall Meet last November in Jacksonville, Florida. Sam proved to be not only an interesting person to talk with but one with a sense of humor as well. You will learn about his sense of humor later. My first question to him:



PP: You've been a member of AACA nearly 30 years. Why did you choose this particular organization and what is the greatest benefit you have derived from being a member?

SH: A friend of my father was a member. He took me under his wing, so to speak, by telling me about AACA and encouraging me to join. As far the greatest benefit, it's hard to choose just one but I would say it is the friendships that are made.

PP: You have a large collection of automobiles and restore your own cars. You have served three years as Chairman of Judges Training. Do you foresee a time in the future when classes are divided in "Professional Restoration" and "Do-it-yourself Restoration" categories?

SH: No. Any restored vehicle has had some amount of professional work done on it. It may be only a small amount but still it was professionally done. No one can do every phase of restoration. Therefore, that would eliminate those categories.

PP: Many members at Round Table discussion have expressed the desire to be able to subscribe to the *Rummage Box*. Could this become a reality?

SH: Unfortunately not. It would require having the same disclosure in the *Rummage Box* as appears on the first page of the *AA* magazine and you would lose so much space. Plus the *Rummage Box* is now accessible through the Internet.

PP: This is a two-part question. You see the chairmen of various committees listed in the *AA* magazine but not the members of those committees. Could the names and addresses of committee members be published at the beginning of each year and

how are these people selected to serve?

SH: First, committee members do not always wish to be known. They like to stay in the background doing their work quietly. As far as the selection process is concerned, a person will express his/her desire to work on a particular committee to a director who then gets this information to the president and the board for consideration.

PP: After the organizational meeting of the Legislation Network Representatives was held at the 1995 annual meeting, plans were being made to organize state representatives and a means of communication established. (Continued on Page 3)

Minutes Deep South Region A.A.C.A. January 23, 1997 Meeting

The first meeting of the year was called to order by President John Reid at 7:30 PM. The invocation was delivered by Hershel Whigham, newly appointed Chaplain. Prior to opening of the business session, Elaine Henderson, United Cerebral Palsy Director of Development and Public Relations, presented to the club a plaque recognizing our support of UCP through the Hooters Car Show.

Old Business

John offered thank-you's to all members who helped with the Christmas party. He brought to the membership the Executive Board's recommendations, the first of which was how to solve the problem of no Activities Director. The Board felt it feasible to divide the duties of Activities Director into (1) club outings and (2) displays, parades and weddings. The President asked for discussion regarding members assuming the responsibility of outing(s) on a month-to-month basis. Months not previously designated for other events were accepted by various members. Following this, John agreed to be a "clearing-house" for displays, parades and weddings as requests are received. He had prepared separate forms, as recommended by the Exec. Board, for specific events. A member will be contacted by the President to handle requests as necessary.

Minutes from the Nov. 21 and Dec. 7, 1996 meetings were approved on a motion Hershel Whigham and Al White respectively. Seconds were provided by Ed Lunsford and Eddie Anderson, motion carried. Minutes of the Exec. Board Meeting, held Jan. 13, 1997, were motioned for approval by Hershel Whigham, seconded by Raymond Cochran, motion carried.

New Business

John presented events needing immediate coverage as well as those in the future. Members accepted various months to host outings. He re-emphasized his desire to see the clubhouse utilized more often for club activities. Discussion was held concerning some activities for which the clubhouse might be used. Clubhouse use for activities unrelated to members, i.e. wedding receptions, family reunions etc., was brought up. Use for this purpose was tabled until John contacts AACA regarding insurance coverage for same.

The 1997 DSR Car Show shall be an "Antique Car Show" as per the membership's approval of the Board's recommendation. Only vehicles 25 years or older will be allowed to enter. Patt Paquet accepted responsibility for the annual ad sales program and publicity for the show.

The Treasurer's Reports for Dec. and Jan. were approved on a motion from Buddy Paquet with a second from Melvin Neese. Motion carried. John asked the membership's approval to transfer the amount in the Hooters Car Show Fund to the General Fund to close that fund. A motion was made by Jim Martin for same, seconded by Larry Collins. Motion carried.

Announcements

Remaining copies of the 1996 Membership Roster and 1997 Quick Telephone List were available from Editor, Patt Paquet.

The 50-50 Pot was won by Hershel Whigham.

Motion to adjourn by Melvin Neese came at 8:50 PM, Buddy Paquet seconded, meeting adjourned.

Respectfully submitted,

Areg McDonnell

(Continued from Page 1)

Where does this stand now and how do Chapter/Regions find out who their state representative is?

SH: A lot of work has been done on this and the name of each state's Legislative Representative will be published as soon as possible.

The EPA is becoming more and more visible in our hobby and I think you will find AACA keeping a close watch on what they are doing and how we might be affected.

PP: Every person who assumes the head of an organization as large as AACA is has a goal or something they would like to accomplish during their term. What are yours?

SH: I want to see more young people becoming involved in our hobby. My big push this year is toward what we were just talking about - legislation. I see legislation, as it relates to our hobby, as a means of bringing people together.

PP: One final question. If you were to give a "fantasy dinner party" for yourself plus four others, who would they be? Excluding your family, of course, and the invitees can be living or deceased.

SH: Well....I would invite Nikolaus Otto who developed the modern four-stroke engine, Rudolph Diesel who invented the diesel engine, LaMarcus A. Thompson of roller coaster fame and Harry Truman.

If you wonder why LaMarcus Thompson was one of those Sam would like to have dinner with, you might be interested to know that when he recently sold his business, the company he sold was the Philadelphia Toboggan Co., Inc. It was the oldest roller coaster ride manufacturing company in the world, established in 1902 with 145 roller coasters designed and built with 82 currently in operation around the world.

Sam and his lovely wife, Linda, are enjoying their retirement. Their collection of vehicles include a 1913 Buick, several Model A Fords, Indian motorcycles and a 1960 MGA. They also enjoy touring and participate in the Reliability, Founders and the Glidden Tours.

Now, about his sense of humor. During the Friday evening luau, Sam, along with 1996 president

Ed Baines and a couple of other national directors, was pulled from the audience, dressed in a grass skirt and taught how to do the hula up on a brightly lit stage. Being willing to stand in front of his peers, in this attire while trying to move hands and body to the Polynesian drum beat and keep a straight face absolutely requires at least a sense of humor!

Landscapes should be more than beautiful...

We create gardens to live in...



**GARDEN
RENAISSANCE**

Greg McDonnell • Russell Coker

P.O. Box 70111 • Mobile, AL 36670 • (334) 476-7178

More DSR Members Experience Loss of Family

We were saddened to learn of the death of **Ann Jarvis'** mother, Mrs. Jessie Newsome, on Feb. 1, 1997. She was a resident of the Little Sisters of the Poor Nursing Home where she had celebrated her 100th birthday on Aug. 17, 1996. Ann's sister, Jessie Edwards, has accompanied DSR on many tours and outings is known to many of our members. The club extends its deepest sympathy to Ann and her family. A memorial contribution was made to Little Sisters of the Poor in lieu of flowers in accordance with the family's request.

Laura Faust's brother, Benjamin Heard Lee, Jr., died Feb. 4, 1997 at the age of 73. Mr. Lee was a resident of Alexander City, AL. He is the person for whom Laura's son and DSR member, Heard "Tex" Faust is named. The family received friends at St. John's Episcopal Church on Feb. 6, 1997 with funeral services following. Interment was in Magnolia Cemetery. We wish to offer sincere condolences to Laura and the family. In lieu of flowers, a memorial donation was made to St. John's Episcopal Church as the family requested.

January Means Catfish

There's an old country-western song which says "it's a family tradition". That is exactly what the annual catfish run to David's on Senior Bowl Saturday has become to DSR members. This year we had 27 members in nine antique cars and seven modern cars making the trip. Those on the west side of the bay met Saturday, Jan. 18, at 11:30 AM at the entrance to Battleship Park to drive to David's and meet those living on the eastern shore.

Gathering at the tables to enjoy crispy fried catfish or broiled, for the more health conscious, with all the usual trimmings were **C. Bailey, 2 Cochrans, 2 Cordells, L. Crowds, G. Demetropolis, 2 Francises, 2 Hendersons, 2 Lunsfords, 2 Lyles, 2 Musgroves, 2 Paquets, C. Pugh, J. Reid, 2 Rowells, 2 Whites and 2 Youens.** During our meal we had plenty of time to enjoy the fellowship of being together. After lunch most of the group went to the Gallery Antique Mall for the ladies to browse and the men to enjoy Jim Henderson's collection of cars and automotive memorabilia. This was the first outing for one of our new members who was heard to say, "It was so much fun, what's next month?"

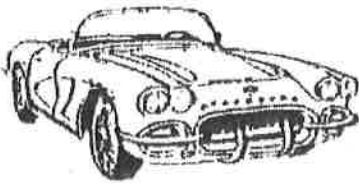
Gulf Coast Corvettes, Inc.

Repair & Service Work

2565 Highway 90 Mobile, AL 36606

(334)476-VETT (8388)

Mon-Fri 9:30am-5:00pm Closed Saturdays



Bob Gechjian

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 7:30 PM in the clubhouse 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-AACA dues are \$24 single and \$26 joint. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA.

Ocean Springs Mardi Gras Parade

Larry Burdeshaw

Some members of the DSR were not at the restaurant all warm and enjoying catfish. Becky and I were taking part in the Ocean Springs Mardi Gras parade along with six other vehicles from AAECM (the Mississippi folks). When we assembled down along the beach, the wind chill factor said the temperature was several degrees below any possible comfort factor. The saving grace was the warm humor and companionship of others as foolish as us to venture out in open cars. As all parades do, it moved slowly but steadily through the throngs of people yelling, "Throw me something, mister!"

DSR in Brewer Center's Annual Mardi Gras Parade

The float carrying the Mardi Gras Lookout Moon Pie Band tells you that you are in the right place. It, along with several others, high school marching bands, the Azalea Trail Maids in their lovely antebellum dresses walking with all the characters from the Wizard of Oz trailing along behind them and 10 antique/classic cars from DSR made a fine parade for the clients at the Brewer Center. These people, both mentally and physically challenged, have been treated totally unfair by life but they enjoy what is in front of them at the moment just as much as you or I. Seeing them clap their hands and shout "Moon Pie! Moon Pie!" just has to make you feel all warm and fuzzy inside.

Tossing necklaces and Moon Pies this year were **R. Cochran, 2 Joneses, F. Jordan, 2 Lunsfords, C. Lyles, 2 Neeses, 2 Paquets, 2 Reids, R. Sloan** and daughter Marcie, **2 Whites and 2 Youens.** It was a bit uncomfortable weather wise due to the cloudy skies and brisk wind. However, we were able to put some sunshine into the day for a large number of people.

Meet DSR's Newest Members

Bill and June Kemp joined DSR this month after attending the January meeting as guests. They liked what encountered and paid their dues. (By the way, you might be interested in knowing they have already sold **two** ads for the car show program.)

They have been married 38 years and have 2 daughters and 2 grandchildren. Bill has been a self-employed contractor for nearly 20 years and June has been with Superior Printing 17 years. She says that she came with the business when Melvin Neese bought it years ago. It is a little ironic that she, Bill and Melvin all grew up within a few blocks of each other but she and Bill didn't meet until they were 19 and only when Melvin bought Superior did she meet him.

When Bill isn't building houses, he enjoys woodworking and June likes to garden or read. They are owners of several Chevolets but June still wants a '67 Camaro, red with the white strip, like she used to have.

Jim and Cathy Whelton are no strangers to DSR having been members of the Mobile Bay Mustang Club for sometime. They will be married 20 years in June and have two sons; 17 year old Brian and P.J. who is 14. Jim is a Project Controls Specialist for Brown & Root, Inc., and Cathy is Director of Peri-Operative Services at Providence Hospital. She received her Masters Degree from the College of St. Francis this past December.

They are both actively involved in the community with Jim serving as a Boy Scout Leader for Troop 28 at St. Lukes and Cathy is on the Advisory Board of Penelope House.

One thing Jim has learned is not to get in Cathy's path when they are skiing. She once took him out when he didn't get out of the way quickly enough. She also enjoys snorkeling among other things. So far, I have not learned what hobbies Jim enjoys but I am sure we can persuade him to tell us.

Although they are the proud owners of a '66 Mustang convertible, it is rumored that Cathy would really like to have her father-in-law's Model A's if she can get them.

John and Sue Kaeser have attended several meetings as guests, and like Jim and Cathy, are members of the Mustang club. John is a native of Indiana who decided to call Mobile home after being stationed at Brookley and Sue is from Louisiana. They have been married almost a year now and between the two of them they have 6 children.

After teaching middle school math for 25 years, John retired from the Mobile County School Board and started his own unique business. He owns Mustang's Pressure Cleaning which cleans restaurant exhaust systems. Sue is office manager for Family Practice Associates where she has worked for eight years.

They enjoy traveling when time permits and both are very active individuals; John referees both basketball and football games and Sue likes to work out. They have a 65 Mustang convertible.

Please introduce yourself to all of our new members and welcome them to the club.



One Piece
or a Truckload!
Always
Professional Service
Quality Products
Prompt Delivery

(334)865-6185

Lumber • Building Materials
Plumbing • Electrical

Fax: (334)865-6196

Paint • Hardware

P. O. Box 91506 12250 Highway 90 West Grand Bay, AL 36541

THE STAGECOACH RUNS IN MARCH

by Ernie & Eugenia Youens



At the January meeting our president, John Reid, asked for volunteers to take an outing for each month during 1997. This is the way the DSR assigned activities a few years ago and I believe it will give our club a "shot in the arm" and increase interest in our activities. We will get different ideas on what the membership likes to participate in and how many of our people enjoy what type of outings. After all, variety is the spice of life!

Eugenia and I volunteered to do the March outing and hope to get a good turn out on Saturday, March 8th. It will be a an afternoon event. We will meet at the Alabama Power Co. parking lot on the east side of I-65 at exit 13 in Saraland at 12:30 PM. The Power Co. is a little past the Waffle House and is the DSR's usual meeting place when we travel north. We will leave the parking lot and go east on 158 to highway 43, go north on 43 to I-65 and travel I-65 across the "Dolly Parton" bridge to highway 225, then north (left) to Stockton and the Stagecoach Cafe. When we travel on the Interstate or main highways, the State Troopers have asked us to keep about 300 feet between cars. That about the distance between telephone poles. It's about 24 miles for Saraland to the Stagecoach Cafe where we are to meet the South Alabama Region of AACA from Brewton for lunch and fellowship with them at 2:00 PM. They are a great group and love to drive their antique car. So do plan on driving your antique car if possible. It will be a good way to start the year driving the old antique car. When driving in line, please let the older antiques drive in front, the newer antiques behind them and the modern cars to the rear. That is the system we used for many years and it works beautifully. It lets the older car set the pace so we don't run off and leave them.

One thing that is very handy, almost necessary when we are on all day tours, is for each car to have a CB radio. While this is a short run, a CB isn't needed too much, but if you have one

please bring it then if someone in the back of the line has a problem, we can be notified and we can stop and help.

The Stagecoach Cafe, highly recommended by both DSR and Brewton members, has excellent prices and your choice of a buffet or orders from the menu. Copies of the menu will be available at the February meeting.

A couple of Brewton members said they plan to drive their Model A's. Some of their members will come from Atmore, Monroeville and other places, so lets all go enjoy a good time full of fellowship and fine food.

We will see you at 12:30PM at Alabama Power Co. in Saraland on Saturday, March 8th.

Complete Printing Service



Superior Printing
CO., INC.
457 HOUSTON STREET
MOBILE, ALABAMA 36606

Donnie Webb

Phones: (334) 471-4059
(334) 473-1787
Fax: (334) 476-1286

Members Under Restoration

Elven Few had a heart cath Jan. 28 followed by knee surgery Feb. 7. He had a reaction to pain medication on Feb. 11 just before being moved to Rotary Rehab. He is in Room 3801 (431-3801) and would enjoy your phone calls but after 4:00 PM please. **Nell Few** was admitted to the hospital the same day Elven had his heart cath but was discharged on Jan. 31. **Cecil Nettles** was out of commission for two weeks with a kidney stone. He had it nuked by the laser beam on Feb. 5 and is getting along better now. Apparently, almost everyone has been bitten by the "flu bug" including your editor and staff. Hopefully, we will all get it over with at one time and not keep passing it around.

5th Annual Red Snapper Festival & Car Show

Carl Bailey

The weather looked threatening as I traveled to Orange Beach. It didn't change much as the day passed; the entire day was very windy and chilly with only a little sun in the afternoon. Of the 21 cars registered, a number very disappointing to me, there were only four "stock" antique autos; one seventies MOPAR, a sixties Falcon convertible, a very beautiful 1938 Ford Woody Wagon, which, in my opinion, should have won Best of Show, and my Model A. The only true antique that won a trophy was the '38 Woody which took fourth in the best of ten. It belongs to Fred Rettig of Rettig's Auto Body. It was his first show with the recently purchased beauty and he was very proud of the auto and the trophy it earned him, and justly so.

As the show came to a close and trophies awarded, I was loading my gear preparing to leave along with the others but the crowd kept coming by to look at my "trophy", the Model A. I stayed about another hour or more after most cars were gone. I must have talked with about 300 people throughout the day and many more came by to look without comment. Being February and Orange Beach, there were many senior citizen "snow birds" at the car show. I sincerely believe they enjoyed the "stock" cars more than the street rods. The report was that the snapper dinners were great but when I went to get one and saw a block-long line, I decided to forego the fish dinner.

1902 Baker

Body Style: Runabout

Speed: 15 mph

Type: Electric

Motive Power: Batteries

Maker: Baker Motor Vehicle Co. Cleveland, Ohio

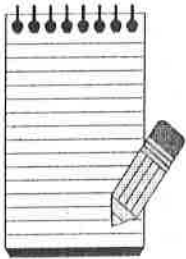
The Electrics...those homely, awkward relics of a bygone era. Still, they possessed a certain dignity and stateliness as they passed hither and yon, generally under the command of elderly ladies who much favored them. Among their virtues could be counted silence, no muss, no fuss, no cranking, no odor of gasoline fumes. Simple to operate, they had a steering system, chassis and spring very similar to that of a gasoline car. Additionally, no clutch nor gearshift. However, they did have a complex array of wiring hooking the batteries to the electric motor that turned the wheels. The wires were representative of various combinations--starting, hill-climbing, backing up or simply cruising along. The electric vehicle was made possible by the invention of the storage battery in 1865, and its perfection in 1881. By 1888 the first electric auto appeared on the streets of Boston...however, the storage battery was of French origin. Commercially the electrics were produced by a number of manufacturers including Detroit, Morris & Salom, Electric Vehicle Company, Baker, Columbia Automobile Company, Rauch and Lang, Woods, Flanders and others. Oddly enough the first car to go a mile a minute was an electric and in 1893 one won a hill climb over a field of 52 steam and gasoline machines. In 1899, outside of Paris, an electric achieved the amazing speed of 68.5 mph. The first taxi cabs were electric--in London, in Paris and in New York. All were failures because the range of most was limited to 50 miles...less if any speed beyond 20 mph was attempted. The ponderous batteries required a full day or night to recharge and they were troublesome since frequently wires burnt out or melted during use. In all, sluggish, since much of their energy was required just to move their own great weight. Inevitably they were forced to give way to the gasoline-powered car. Still, no history of the automobile could be written without their inclusion for they, too, appeared on stage.

MOBILE FESTIVAL CENTRE
3725 Airport Blvd. Suite 184
Mobile, AL 36608

Phone: (334) 460-2766
Fax: (334) 460-2528

OfficeMax®
FurnitureMax SM

Savings Is The Bottom Line!



Editor's Notes

There are at least three things you need to be aware of this month. **First**, if you have not yet received your 1997 AACA membership cards or you are not getting your bimonthly copy of the *Antique Automobile* magazine, please get in touch with me. **Second**, I have some of the Junior Membership forms that were mentioned in the current issue of *AA* if you want to enroll a child or grandchild. **Third**, the 1997 Membership Rosters are ready and will be distributed at the February and March meetings. Only a very few of them will be mailed.

 <p>Millwork Division</p> <p>Switchboard Contractor Sales</p> <p>(334)661-8000 (334)660-0400</p> <p>Fax: (334)660-0433</p> <p>P.O. Box 190610 5229 Highway 90 West Mobile, AL 36619</p>	<p>Specializing In Outstanding Service Doors, Windows, Mouldings and Building Products</p>
--	--

Annual Chili Contest to be Held at February Meeting

After Pat & Joyce Francis treated everyone to chicken salad sandwiches and chocolate cake at the January meeting, they get a break this month. Find your favorite chili recipe and make enough for everyone to have a good taste. The judging will be highly technical and as in the past, trophies will be awarded to first, second and third place winners. There will be plenty of soft drinks and probably some Maalox and Tums on hand. Don't miss this opportunity for some really great socializing and fellowship following the meeting Feb. 27 at 7:30 PM. **Bring a guest!**

Air Bags: Modern Vehicle Safety Feature

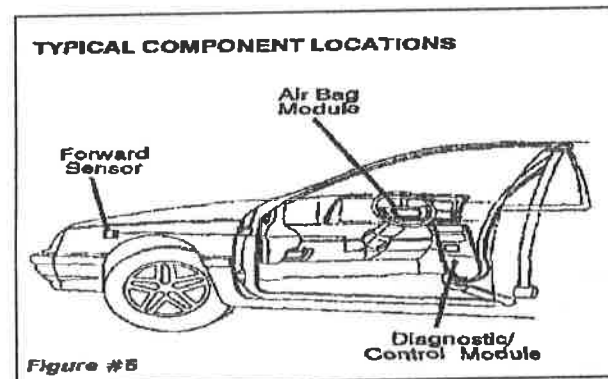
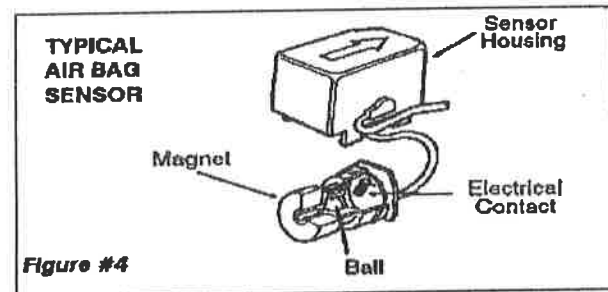
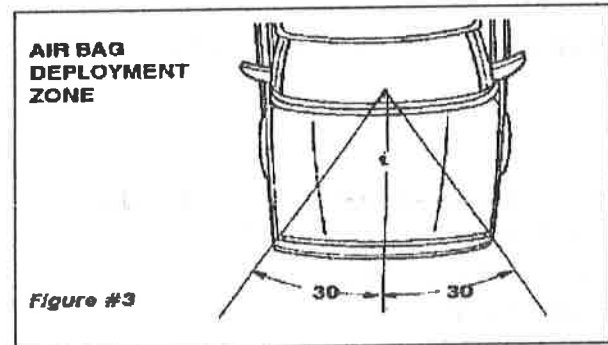
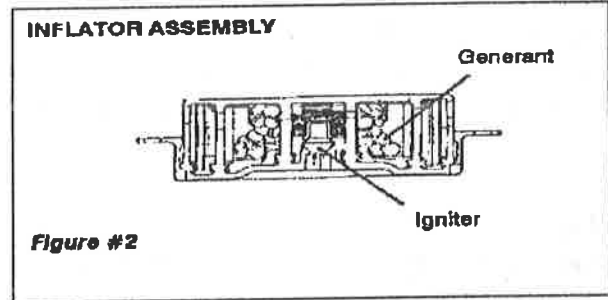
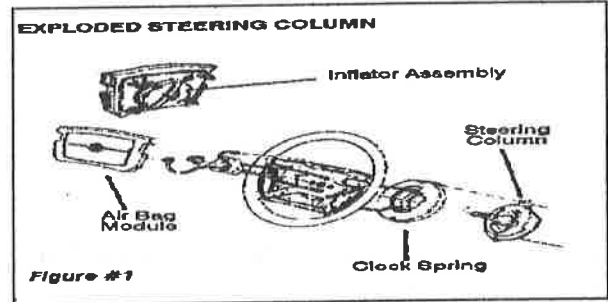
by Eddie Anderson

Over the past twenty years, the advent and implementation of equipment required by the federally mandated safety standards has necessitated changes in passenger car design and development. The need to supplement the existing restraint system during frontal collisions has led to the development of the inflatable restraint or air bag which comes on both domestic and foreign automobiles. Seat belts should always be worn in conjunction with the air bag as it will not deploy during side, rear end or roll-over accidents. Remember the air bag is a supplement, seat belts are the primary restraint system and should always be worn.

How does an air bag work? A typical air bag system is composed of sensors, a diagnostic/control module, a clock spring and an air bag module. Upon impact of sufficient force the sensors close. For the air bag to inflate at least two sensors must close simultaneously. One sensor is normally located in the engine compartment with the other located in the passenger compartment. The closing of the passenger compartment sensor ensure that the particular collision is severe enough to require air bag deployment. Once the two sensors close, current is applied to the igniter which starts a chemical chain reaction. Heat given off by this reaction causes the generant to produce nitrogen gas which inflates the air bag. The inflated air bag cushions the occupant's head and chest protecting them from injuries which may have occurred if they were to contact the steering wheel or instrument panel. As soon as full inflation occurs the bag will begin to deflate by venting the gas through holes on the back of the bag. The entire deployment process takes less than 1.0 second to occur when a vehicle hits a fixed barrier at 30-35 mph. Most systems are designed to deploy at 12-15 mph when colliding with a fixed object.

(Continued on Page 9)

Air bag systems are comprised of several components which function both individually and collectively. The *air bag module* is the air bag, inflator assembly and other supporting components (Fig. #1). It inflates to protect the occupant once current is applied to its igniter. An integral part of the air bag module is the *inflator assembly* which contains the igniter and generant (Fig. #1 and #2). The *igniter* is the component that converts the electrical current into a thermal reaction to ignite the generant (Fig. #2). The *generant* is chemical pellets, normally Sodium Azide, that produce nitrogen gas which inflates the air bag (Fig. #2). The *clock spring* (aka coil assembly, cable reel assembly, coil spring unit or contact reel) is located between the column and the steering wheel that allows steering wheel rotation while maintaining electrical contact between the air bag module and the system (Fig. #1). The *diagnostic control module* is the unit which continuously monitors the readiness of the air bag electrical system. If a problem arises an indicator light on the instrument panel will light and stay on, service should be performed as soon as possible. The module is frequently located in the passenger compartment under the instrument panel or center console (Fig. #5). The *impact sensor* is a switch calibrated to make electrical contact when a frontal collision occurs where the angle of impact is within 30 degrees right or left of vehicle centerline and the speed of impact is at least 12-15 mph into a fixed barrier. (Fig. #3). A typical sensor is composed of a gold-plated ball held in place by a magnet at the end of a close fitted hollow tube (Fig. #4). At the point of sufficient force as described above, the deceleration of the car produces an acceleration of the ball forward allowing the ball to travel and make contact with the other electrical contacts to complete the circuit. After impact the ball returns to its proper position. A *knee bolster* is a pad which keeps the occupant from submarining or sliding under the air bag. The *wiring harness* is a combination of wires and connectors that electronically connect the air bag system components. A *pig tail* is the wire between the component and its connector.



IMPORTANT DATES

1997

- Feb. 27 DSR Meeting in the Clubhouse at 7:30 PM
- Mar. 21 Old South Antique Auto Club Car Show
Mar. 30 Easter
- Apr. 5 MBMC's Camellia Classic Car Show
April 12 Panama City-Apalachicola Gold Cup Race
April 12 Strawberry Festival & Car Show
April 26 MOPARS at the Battleship
- May. 10 DSR 14th Annual Car Show
May. 23-24 Point Cadet Antique Auto Show
- June. 14 Blueberry Festival Car Show
June 21-22 Mississippi Coast Mustang Club Mustang and Ford Show

Deep South Region
Antique Automobile Club of America
4963 Freeway Lane
Mobile, AL 36619-1716

