



# The Sparkplug



Newsletter of the Deep South Region A. A. C. A. Vol. 31 No. 2 February 1998

## 597 Years of Marriage ?? !!

Impossible, you say? Well, it isn't if it's in the DSR. When our members get married, they get *married*. At least eleven couples did, anyway!

On Saturday, February 14<sup>th</sup>, the club held a Valentine's Breakfast Buffet as our monthly outing and to honor them for their accomplishments. When the honorees arrived at the Abba Temple, they were greeted by Activity Coordinator Leah Musgrove then taken to have their picture made before the meal began.

The Steak Room had been beautifully set up with red and white tablecloths and centerpieces in the same colors. Granted, it was a little crowded but that only added to the warmth of the occasion. We had to guarantee we would have 40 and the cooks were hoping to serve 60. Who would have ever guessed that the final count would be 81? The food was plentiful and tasty. Hopefully, the Shriners made a few dollars for their projects by serving the meal.

There was time for visiting and fellowship prior to and during breakfast. Everyone was talking over old times and doing a lot of "Do you remember when...?" There were a few surprises, too. It had been worked out with children of some of the couples for them to attend. There appeared to be a lot of wide eyes and open mouths when the "kids" came walking in.

After everyone had finished eating, came the big surprise. Our special guest for the morning was Rep. Phil Crigler from Alabama House District 105. He presented each couple a Resolution passed by the Alabama House of Representatives honoring them for their achievement. These were nicely framed and signed by the Clerk of the House. All of the resolutions stated the couple's name including the woman's maiden name, the date they were married and the city and state where the marriage took place. They will later receive a resolution passed by the Alabama State Senate which will be signed by the Governor. The couples being honored, and their families, were **B.L. and Geneva Cammon** who will be married 58 years on Dec. 24, 1998 with

Ronnie and Janice Cammon, Jerry and Pam Cammon and Donna (Cammon) and Steve Perkins; **Bert and Lois Carver** will be married 55 years May 25, 1998 had Lynn (Carver) and Don Garris, Teresa (Carver) Hutcherson and Christa (Carver) Few, with them; **Gavin Edwards** and his wife **Gladys** will celebrate 56 years of marriage on September 5, 1998; **Junie and Ann Jarvis** will count 52 years of marriage on September 14, 1998 had Keith and Donna Jarvis as guests; **Floyd and Betty Jordan** reaching 50 years of marriage on October 16, 1998 had Debbie (Jordan) Gates, Denise (Jordan) Freeman and 20-month old Ashley Freeman; **Floyd and Jeanette Lowe** have to wait only until April 24, 1998 to have 54 years of togetherness had Virginia Cunningham with them; **Henry and Naomi McCrory** will be married 56 years as of August 23, 1998 brought granddaughter Michelle McCrory; **Lambert and Reecie Mims** will be looking at 52 years of marriage as of August 17, 1998; **Cecil and Lucille Nettles** can count 58 years of marriage on November 30, 1998 and had Tony Nettles, Sarah (Nettles) and Ronald Griffin, and Jean (Nettles) and Richard Stine; **Ernie and Eugenia Youens** chose January 1 as a wedding date and as of this year were married 55 years, and former DSR members **Lawrence and Lillian Moseley** will be married 51 years on December 27, 1998. When the festivities were over, each couple received a centerpiece as a memento of the occasion.

DSR members helping to celebrate the event were 2 Andersons, C. Bailey, 2 Burdeshaws, 2 Coxes, L. Crowdus, 2 Dillehays, 2 Francisces, 2 Griffins, 2 Lunsfords, 2 McLaneys, 2 Musgroves, 2 Neeses, L. Nelson, 2 Paquets, 2 Rowells, 2 Whighams, and 2 Whites. Other guests were Gene and Maxine Stauffer with the Coxes along with friends of Teresa Hutcherson and Virginia Cunningham.

Thanks to Bill Cox for making arrangements for the location and the fine breakfast and Larry Burdeshaw for being DSR's "official photographer".

## Minutes

### Deep South Region A. A. C. A. Meeting Jan. 22, 1998

The meeting was called to order at 7:30 PM by President Buddy Parquet. In the absence of a Chaplain, Buddy called for a moment of silence. The meeting was well attended by 45 members and 1 guest.

**Old Business:** Jane Bruton was presented a plaque by past President John Reid, for the hard work that she did as Chairperson of the 1997 Nominating Committee. Buddy reminded members of the A.A.C.A, Junior Membership, ages 8 through 15, at a cost of \$10.00 per year. The minutes from the November meeting were approved on a motion by H. Whigham and a second by E. Anderson. Motion carried. Treasurer Carl Bailey gave the financial report for December. There was a complete report on the Hooters Show. Motion was made to approve by R. Cochran and a second by M. Neese. Motion carried. Hershel & Francis Whigham reported they still need 10 people for the March Tour. In the absence of our Activities Coordinator Leah Musgrove, Patt reported the Catfish Run was a big success. Ernie Youens reminded everyone that tonight was the last chance to order DSR History Books.

**New Business:** John Reid made a motion that 5 color and 5 black & white DSR History Books be purchased by DSR for new members, ect.. A second was made by E. Anderson. Motion carried. Two applications to DSR have been approved by the Executive Board. Buddy thanked Pat and Joyce Francis for the outstanding job they did with the refreshments for the past year. Joyce Francis made a motion that the Telephone Committee be responsible for the refreshments at the monthly meetings. After a friendly discussion a second was made by J. Lunsford. Motion carried. Motion to approve the January Financial report was made by M. Neese and a second by H. Whigham. Motion carried. J. Reid made a motion that the proceeds from the Hooter's Show be transferred to the general fund and a \$500.00 donation be made to the Cerebral Palsy Foundation. A second was made by J. Lunsford.. Motion carried.

**Announcements:** The Mardi Gras Parade at the Brewer Center will be February 20. Throws should be beads and moon pies only. Motion to approve was made by A. White and a second by R. Cochran. Motion carried. Betty Cordell was admitted to Mobile Inf. January 19 with pneumonia. All dues for 1998 should be made to C. Bailey as soon as possible. The 50-50 pot was won by Ernie Youens. Motion was made at 8:40 to adjourn by M. Neese and a second by E. Youens, Motion carried.

Submitted by,



**NOTICE:** DSR members would like extend our sincere condolences to Carol Annis and her family and her brother, Willie E. Stokes, on the death of their father W. Herston Stokes who died February 10, 1998. A memorial contribution will be made to the MD Association, the family's charity of choice.

## Do you know enough about brake fluids?

The following are excerpts from an article in the Birmingham Sports Car Club's newsletter *Stuff About Our Sports Car Club With a Little Humor Thrown In Here and There* January/February 1998 issue, Alan Thacker, Editor. It was forward to him from a friend who pulled it off the internet.

It should be pointed out that the type of brake fluid used in your cars is far less important, from a safety standpoint, than a properly functioning braking system. If you are doing your own work on brakes be extremely careful, don't skimp with poor components and bleed the brake system very carefully and thoroughly.

Brake fluids are commonly identified as DOT3, DOT4, DOT5 and the new DOT5.1. Here are some advantages and disadvantages for you to consider.

- **DOT3** - the "conventional" brake fluid used in most vehicles. One of the most familiar brands is "Prestone."  
**Advantages:** Inexpensive and available at most gas stations, department stores and any auto parts store.  
**Disadvantages:** Will damage natural rubber brake seals and should not be used in any car suspected of having natural rubber seals (most Triumphs prior to 1968), eats paint, absorbs water very readily (therefore once a container of DOT3 has been opened, it should not be stored for periods of much longer than a week before use in that the moisture absorbed by the fluid can encourage corrosion in the brake lines and cylinders).
- **DOT4** - the most familiar brand is "Castrol GT-LMA".  
**Advantages:** Available at most auto parts stores and at some (but not all) gas stations or department stores, does not absorb water as readily as DOT3, has a higher boiling point than DOT3 fluid, making it more suitable for high performance applications where the brake systems are expected to get hot.  
**Disadvantages:** Eats paint (small leaks around the master cylinder will eventually dissolve the paint on your bodywork in the general vicinity of the leak), it is generally about 50% more expensive than DOT3 fluid and since it does absorb some water, can encourage corrosion in the brake lines and cylinders).
- **DOT5** - Also known as "silicone" brake fluid  
**Advantages:** Doesn't eat paint, does not absorb water and may be useful where water absorption is a problem, is compatible with all rubber formulations (See more on this under disadvantages, below).  
**Disadvantages:** Does not mix with DOT3 or DOT4. Most reported problems with DOT5 are probably due to some degree of mixing with other fluids. The best way to convert to DOT5 is to totally rebuild the hydraulic system. Reports of DOT5 causing premature failure of rubber brake parts were more common with early DOT5 formulations. Since DOT5 does not absorb water, any moisture in the hydraulic system will "puddle" in one place. This can cause localized corrosion in the hydraulics. Careful bleeding is required to get all the air out of the system. Small bubbles can form in the fluid that will form large bubbles over time. It may be necessary to do a series of bleeds. It is slightly compressible (giving a very slightly soft pedal), and has a lower boiling point than DOT4. It is about twice as expensive as DOT4 fluid and difficult to find.
- **DOT5.1** - Is a relatively new brake fluid that is causing no end of confusion among mechanics. The DOT5.1 designation could lead one to believe that it's a modification of silicone-based DOT5 brake fluid. Calling it 4.1 or 6 might have been more appropriate since it's a glycol-based fluid like the DOT3 and DOT4 types, not silicone-based like DOT5. (In fact, Spectro is marketing a similar new fluid which they are calling Supreme DOT4, which seems less confusing.) As far as the basic behavior of 5.1 fluids, they are much like "high performance" DOT4 rather than traditional DOT5 brake fluids.  
**Advantages:** Provides superior performance over the other brake fluids discussed here. It has a higher boiling point, either dry (275 degrees C) or wet (175-200 degrees C) than DOT3 or 4. It is said to be compatible with all rubber formulations.  
**Disadvantages:** 5.1 fluids (and Spectro's Supreme DOT4) are non-silicone fluids and will absorb water, will attack paint, will be more expensive and more difficult to find.

## David's catfish run... a way to get rid of the winter blues



In the heart of Dixie, fried catfish is serious stuff, the kind that leads to family disagreements if you're not careful. It has to be crisp and not taste fishy and shouldn't be overcooked.

With these things in mind, DSR made its way to David's Catfish House for our traditional January lunch. Arriving minutes before noon, we were shown to the rear dining room to be seated in ladder back chairs at wooden tables covered with checkered oil cloth. As if by magic, by the time we were all in place, bowls of cole slaw appeared on the tables to be sampled while orders were taken.

We don't go to David's expecting cutting-edge cuisine or hand-cranked pasta with fresh basil. We go because we hanker for the kind of food and the bottomless pitchers of sweet tea that our parents and their parents liked and enjoyed.

Most of our group ordered the fried or broiled versions of catfish, but there were one or two who - go figure - ordered country-fried steak.



It seemed as if by the time the last order was being taken, the ones who had ordered first were being served. The waitresses were hauling out the food as fast as the feet would carry them. After such a feast not many had room for dessert but one slice of sweet and

gooey pecan pie was seen going by.

The ones living on the western side of Mobile Bay met at the USS Alabama for the short drive over and folks who live on the eastern shore met us there. Catching up on news of other members and enjoying the meal were 2 Andersons, C. Bailey, D. Breland, L. Crowdus, G. Demetropulos, 2 Fews, 2 Francises, 2 Griffins, 2 Jarvises, 2 Lunsfords, H. McCrory, 2 McLaneys, 2 Musgroves, 2 Neeses, 2 Nettles, 2 Paquets, W. G. Rhinehart, 2 Whighams, 2 Whites and 2 Youens.

Guests were Marien Brent, the grandson of the McCrory's, the "foster" son of the Paquets and the mother of W. G. Rhinehart bringing the total to 34 members and 4 guests in 20 antique, classic and modern vehicles.



## Blame it on El Nino

Like everybody else, your Editor was beginning to wonder if it was ever going to stop raining. Living in Mobile, one of the rainiest cities in the continental U.S., we are accustomed to the occasional deluge but January was something else again. The 17+ inches of rain put people in a blue funk.

Science has a name for what is eating away at some folks. It's called "Climatic Depression". Too much bad weather over too long a period makes one cranky, mean-spirited and rude. It would seem that this phenomenon is rare among DSR members, however. I have heard of only one case.

Dues for both AACA and DSR have been paid for all members which means the 1998 Membership Roster can now be printed. The Editor would like to sincerely thank all those members who took care of their dues early. This means everyone will get their "little black book" sooner this year. It will be ready and handed out at the March meeting.



## EXIT LAUGHING

Have you ever noticed...anyone going slower than you is an idiot...and anyone going faster than you is a maniac?

Mondays are the potholes in the road of life.

You know you're getting older when the gleam in your eyes is from the sun hitting your bifocals.

## Just for the ladies...

Last month the *Sparkplug* began a page devoted to the women of DSR. Included were some snippets of information found in the *Columbia Cook Book* published in 1895. Several phone calls requested more of the same be in this month's issue. Apparently table etiquette was extremely important in that period of time. The author suggests that one not flourish one's fork when talking lest you cause injury to your neighbor's eye; the use of finger bowls was just as needful as napkins; providing "napkin hooks" for elderly diners to keep them from losing their napkin; and one should never, ever turn tea or coffee into the saucer to cool it!



## Peanut Butter & Jelly Cheesecake

Submitted by Darlene Ebl

This was taken from *Cooking Healthy With a Man In Mind* by JoAnna M. Lund. It may not sound good but it really is!!

- 2 (8-oz.) packages Philadelphia fat-free cream cheese
- 1/4 cup Peter Pan reduced-fat peanut butter
- 1 (4-serving) package sugar-free instant vanilla pudding mix
- 2/3 cup non-fat dry milk powder
- 1 cup water
- 3/4 cup Cool Whip Lite
- 1 (6 oz.) graham cracker pie crust
- 1/2 cup spreadable fruit spread

In a large bowl stir cream cheese and peanut butter until soft and blended. (I used my electric hand mixer.)

Add dry pudding mix, dry milk and water to the cream cheese and peanut butter. Mix well.

Blend in 1/4 cup of the Cool Whip. Spread mixture evenly into the pie crust and refrigerate while preparing topping.

In a small bowl, stir fruit spread until soft. (Using electric mixer makes it much easier to get a smooth spread. Plus when you mix in the cool whip in the next step, you'll have small lumps if the fruit spread isn't smooth first.)

Add remaining 1/2 cup Cool Whip. Mix gently to combine. Spread on top of the pie.

Refrigerate at least 30 minutes. Cut into 8 servings.

289 Calories, 9 gm. Fat, 13 gm. Protein, 39 gm. Carbohydrate, 721 mg. Sodium, 1 gm. Fiber

## Some News You Can Use

Spring is just around the corner here in the South and we all know what that means. All of us get the urge to start putting our yards back to looking good after the winter has taken its toll. On Monday, February 23<sup>rd</sup>, just about the time you get this newsletter, **Mobile Lumber's Home & Garden Showplace** will be operational. You can get all the plants and supplies you need right there. But you don't have to fight the traffic on Montlimar or the I-65 Service Road to get to those "other places". They expect to have a full line of trees, annuals, perennials and shrubs available. A Grand Opening will be held later on but now's the time for DSR members to get the first choice.

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## Dont Forget Book/Magazine Exchange

The trading of magazines and books at the last meeting went exceedingly well. If you have any of either that you are finished with, please bring them to share with others. After all, the guys are always trading their publications so there is no reason for the ladies not to do the same.

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One member is still searching for a recipe for Pepper Jelly....does anyone out there have one???



**How Cars**  
**Got**  
**Colors**



Copied from *The Brass Lamp*, newsletter of the Genesee Valley Antique Car Society AACA December 1997 issue who borrowed it from *Smoke Signals* August 1997 issue. (Originally found in Spring 1997 *Invention & Technology*, a technical history journal published by General Motors.)

For the first quarter of this century, almost all automobile bodies were painted by hand, with brushes. Nothing held back car production like painting. It was the manacle, the iron boot of the industry. Paint technology had not kept up with advances in other areas of mass production. Major automakers could assemble a car in four to five hours, but it took three to eight weeks to paint it.

Into the 1920's, many car bodies were built by independent suppliers. These companies had sprawling paint areas that housed as many as 20,000 bodies at a time, yet they still had trouble keeping up with the ever-increasing demand. As one maker observed, without a faster method of painting, "it would have been necessary to put a roof over the entire state of Michigan." The logistics of moving bodies around the huge sheds was a nightmare in itself. First, unmounted bodies were dollyed from prep and sanding areas to huge paint rooms. Then after the paint had been painstakingly applied, they were transferred to long, low sheds into which warm, filtered air was pumped to speed drying.

Manufacturers made virtue of necessity by boasting about the time and effort they put into painting. When Hudson introduced its inexpensive Essex closed coach for 1922, the sales literature trumpeted: "The finish has not been slighted as there are 25 paint operations, this being fully up to the normal number." In reality, manufacturers longed to eliminate this final vestige of hand-craftsmanship from their production lines not just because of the time and space it required, but because paint men, being skilled workers, were the only segment of the industry's labor force with a strong, independent union. To apply varnish without leaving brush marks, painters had to be patient and meticulous.

Each coat was brushed on at right angles to the one before it. Between color coats, bodies were rubbed with ever-finer grades of pumice and sandpaper. After four to eight color coats, the painter flowed on one or two final coats of clear varnish. Topcoats had the consistency of molasses, and each one took a week or two to air dry. (Heat drying was out because it caused cracks in the thick, clear coats.)

To keep down lint and dust, painters often wore no shirts. Even on the hottest days they coated their chests and arms with linseed oil. For finish coats, painters used two badgerhair brushes: one to apply the finish and a smaller brush to pick off the dust and lint, which they called "lice." Paint rooms were kept hospital-clean and brightly lit. They often had tiled white walls, and there was usually a central drain in the concrete floor so that the entire room could be hosed down. Despite these strict precautions, there were always lice in the air.

After all that exacting work and care, a varnish job lasted only two to three years. Freshly applied varnish had tremendous depth--almost a glow--but within a year or so it would begin to oxidize and darken. Colors became clouded, clear topcoats turned yellow, and surfaces started to crack. Raindrops magnified sunlight like tiny lenses, leaving permanent spots. Bird droppings were worse. Wealthy car owners often ordered two custom bodies for each chassis and returned one to the coachbuilder every year for refurbishing and a total re-varnish.

Black absorbed more heat than lighter colors and therefore dried faster. That's partly why from 1914 through 1925 Ford offered the Model T in "any color as long as it's black." Black varnish, which used a carbon base, also resisted ultraviolet sunlight, (Cont. on Page 7)

How Cars Got Colors from Page 6

so it lasted longer. Finishing a Model T body in black varnish took about a week. This was still too long for Henry Ford, so he kept looking for faster painting methods.

One alternative to hand-applied varnish was baked enamel. Bicycle manufacturers had used baked enamel for years, and automakers started experimenting with it around 1908. Baked enamel could be flowed or sprayed onto metal and oven-dried in less than a day. It was tough, had good luster and needed very little handwork.

Why, then, wasn't Ford and everyone else using baked enamel? In fact they did make some use of it, but baked enamel had its own set of drawbacks. At first it came just in black, because only Gilsonite, a black pigment derived from coal, could withstand the heat needed to bake it. That restriction was no problem for Ford, of course, but another difficulty was the heat itself. Many car bodies still used wooden framing, and a body painted with baked enamel had to spend four and a half hours in a gas-fired oven at 450 degrees Fahrenheit, a temperature that would burn or split wooden members. So only bodies or parts with no wood in them could be finished in baked enamel. This explains why fenders, hoods, splash aprons and radiator shells were so often black on early cars.

Cars with all-steel bodies, like the Dodges of 1915 and later, were painted entirely in black enamel. In a process pioneered by the Edward G. Budd Company, each Dodge took as little as one day to finish. By 1923 Henry Ford had removed much of the wood from his open body styles and ordered his body suppliers to use black baked enamel as well. But since Model T bodies still had wooden tacking strips, Ford avoided the 450-degree ovens by specifying six thin coats of baked enamel instead of one heavy one, with each coat fired at 165 degrees and each body passing through the oven six times. Body finishing now took about three days.

Ford and other automakers also sometimes used a quick but crude process called japanning. This involved dipping a sheet-metal part into a vat of paint or spraying the paint on with a hose. The painted part was then hung up to air dry. A worker later came along and razored off the half-dried drips and runs. Japanning was suitable only for items that contained no wood.

The long-awaited breakthrough in automotive finishes finally arrived in 1923 when Duco lacquer became available. Duco was based on volatile nitrocellu-

lose (similar to guncotton) in an acetate solvent, rather than the linseed oil of earlier varnishes. It had been developed by DuPont for painting fabric airplane wings during World War I. After the war, chemists at DuPont and General Motors figured out how to dissolve more pigment in the lacquer, how to help it adhere by pretreating the steel and applying primers, and how to keep it from softening and peeling.

Duco cut painting time from weeks to days. It could be sprayed on with a gun, came in bright colors, didn't fade or yellow, and was more flexible than varnish, yet it didn't need high-heat ovens. Painting became another unskilled task and the painters' union collapsed. As a result of savings on labor and storage, Duco cost less than baked enamel.

The first production car to use Duco was GM's 1924 Oakland. Since chemists still had trouble achieving a high gloss, the Oakland came with a soft, satiny finish that was billed as "True Blue". Chevrolet offered Duco in several additional colors for 1925, and in 1926 DuPont made Duco available to the entire auto industry.

Some low-volume coachbuilders stayed with varnish for a while, but by 1929 most of them had switched. "Lacquer finish was general," said *Autobody* in its review of the 1929 New York automobile show, "and so well executed that only expert examination would have detected any difference between the finish at the salon and that of the pre-lacquer salon of, say, 1923, at which no custom builder would admit the possibility of this new finish ever displaying the old-time varnish for cars of this class.."

**Don't want..don't need..want to get rid of...**

**For Sale:** Two horsehair lap robes (have been cleaned).  
Contact Dick Melton (334)928-1553

**For Sale:** 1972 Oldsmobile Cutless S 2-dr H/T green interior/exterior with Rocket 350 engine, new tires. Has some minor damage to L front fender and headlight.  
Contact Roy Hancock after 5 PM (334)478-8285

**For Sale:** 1960 Corvair 700 Series 4-dr with light blue inside and out, tires, glass and paint in good condition, interior fair. Garaged 11 years, motor seized, rebuild kit ordered Floor 3-speed transmission. Contact Wayne Kelly (334)649-6074



## Officers

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Secretary: Ann Rowell	661-2700
Treasurer: Carl Bailey (334)	947-5262
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The Sparkplug is non-profit and published monthly 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 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 and AACA National dues are \$24 individual and \$26 joint. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA.

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Contributions to the *Sparkplug* are welcome and encouraged. The editor reserves the right to edit material that may not be suitable for publication.



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## Annual chili contest to be held at February 26<sup>th</sup> meeting

The recipe is your choice, the awards for first, second and third place are the judges' choice. Your recipe can be chaingang chili, for-wimps-only chili or even roadkill chili but in order to have it judged for a trophy you must bring an amount sufficient for the highly technical, official judging that will take place. The club will supply liquid refreshment to cleanse the palates between taste-testing but antacids are your own responsibility. This event is being coordinated by John Reid who will have some unique trophies to present the winners.

## Members Undergoing Restoration

**Jim Henderson** spent nearly a week recovering from pneumonia since the last newsletter. **Leon Hunt** had arterial surgery on his left leg in mid-January and is recuperating at home. **Jeanette Lowe** also recently had out-patient surgery on her leg but didn't let it keep her from the Valentine breakfast. **Cecil Pugh** had back surgery in Dallas the first week of February and hopes to be back in Mobile soon and **Linda Rhinehart** is having physical therapy on her left shoulder.

## DSR Will Host Judging Seminar March 14 at DSR Clubhouse 10:00 AM - til ??

You don't have to be, or even desire to be, a judge to benefit from this seminar. You can gain valuable information on the 100 point judging system, the areas of judging, how it is conducted and also what the judges are looking at when they are eye-balling your dream machine. There will be a short period of time devoted to the "paper work" side of judging and the rest of the time will be spent going through the actual judging of vehicles. It is anticipated that there will be show vehicles and daily drivers on hand for comparison purposes. There won't be specifics on various marques (Corvette rules for Corvettes, Mustang rules for Mustangs, etc.) but will cover those items generally accepted for judging in local shows. Provisions have been made for lunch to be ordered and brought in. It will help if you would call Buddy Paquet (334)661-4009 to confirm your attendance



## DSR welcomes new members

January's meeting brought approval of three applications for five new members to our club. They are, *in reverse alphabetical order*, George and Isabelle Whitfield, Melvin and Joan Guenther and David Couling.

**George Whitfield** is a practicing attorney in Mobile. He received his Law Degree from the University of Alabama and his LLM Degree from the University of Miami. He is a native of Harlan, KY and his wife, **Isabelle**, is from Union Grove, AL. The 1926 Model T is their first antique car. It is being restored on a "safety-first" basis but should be completed soon. George enjoys hunting and fishing if he's not working or playing with the "T" while reading and traveling are hobbies that Isabelle enjoys.

**Melvin and Joan Guenther** celebrated their fiftieth wedding anniversary in grand style, but more on that later. Joan was born in Buffalo, NY; "Mel" a native of the windy city, Chicago, IL. They now reside in Hendersonville, TN after Mel's retirement as a self-employed manufacturers' representative in the wholesale beauty supply business. They have two sons; Dave, an accountant, and Glenn, who is a musician. When he's not tinkering with one of his cars, Mel likes to do wood-working, especially building doll houses. Joan likes to furnish them and also enjoys needlework. Now, back to the anniversary celebration. Mel's 1965 Rambler Convertible received an AACA National Award as the best Junior Post War Car in the Southeastern Division for 1997. The award, which is a silver tray, was presented at the annual meeting in Philadelphia on Feb. 7, 1998. This just happened to be Mel and Joan's anniversary. Congratulations on both your anniversary and the AACA award!!!

**David Couling** first became interested in antique cars when he met his future wife's mother who had approximately 12 of them in her garage. He is originally from central Kentucky where he met "Patty" while they were in college. They have been married 19 years and over this time his love of both antique cars and antique toys has grown. Following

retirement from the USN with 24 years to his credit, he discovered the Horseless Carriage Club of New Orleans and served as its Secretary for several years. He is now a self-employed massage therapist while Patricia is the Office Coordinator for the USA Bio Research Labs. They do not presently own an antique vehicle but are looking for a '55 or '56 Ford stationwagon. David has remodeled the back of their residence to house his toy car/truck collection.

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## When a friend needs help...

I met Gayle Reinhart in 1992 when the Great American Race came through Mobile. Something clicked and we became friends. We don't see each other often enough but do talk when we can. I'll be willing to bet at least 90% of you know her, too. She has been involved with Mustang club, car shows and helping other car clubs for longer than she will admit. Now, Gayle and her family need some help.

Her grandson, Ken Reinhart IV, who is only four years old has been diagnosed with Stage 7 Leukemia. He is being treated at St. Judes Research Hospital in Memphis, TN. Just a few days ago after another bone marrow test, he was started on a stronger chemotherapy. Gayle has been working Monday through Thursday and spending the rest of the week in Memphis. However, due to little Ken's condition she did not come back this week.

The family is staying at the Ronald McDonald House which is only a few blocks from the hospital. But travel and telephone expense is adding up in a hurry. The Mobile Bay Mustange Club will have raffle tickets for sale soon for a Princess Di "Beanie Baby" to help the Reinhart family with the financial crunch. Can DSR find a way to help out also? Let's give it some thought and talk about it at our next meeting. Please... at least take the time to mail an appropriate card to:

Ken Reinhart, IV, % St. Judes Hospital,  
332 N. Lauderdale St., Memphis, TN 38105-2794

## Save the first dents for me

By Mary Senander

I knew immediately there was something wrong. It isn't often that he comes to my office, but there he was. His head was hanging, he was pale and drawn.

"The '57's ruined," he said. "I did it."

"Are you okay?" I asked, panicking. "I'm miserable," he said.

The story bubbled out, like lava from an erupting volcano. He had been moving some things in the garage when a ladder tipped, leaving five, fifty cent-size dents in the rear quarter panel. We'd driven the car for almost two seasons and there wasn't so much as a stone chip. Until now.

I tried to assure him that the car wasn't "ruined" but it didn't register. "I would have put my body between that ladder and the car," he said, "but I didn't have time. It all happened too fast." He added, with total pessimism, "How can anyone be so stupid?"

It wouldn't have been helpful at that particular moment to remind him of other stupid things he'd done. And it certainly didn't seem prudent to bring up the time I backed my Custom Cruiser out of the driveway and took out the corner of the garage and the left front quarter panel. It cost about \$1,000.

He reached for the phone, dialing the painter who had done our trophy-winning Rose Mist and Victorian Ivory paint job. His attempt was met by an answering machine. Thirty seconds later, he tried again. "Where is he?" he asked, his voice edged with panic. I tried to reason, forcing calm in my voice, that it was 80 degrees and sunny on Friday afternoon of the Labor Day holiday weekend and that Dave, who owned a large speedboat, was probably out of town. "How could he leave when I need him?" Hubby shouted, exasperated.

I suppose it was like dialing 911 and getting no answer. The long day turned into a longer night. Over and over, he relived the horror of those disastrous moments. The ladder falling. Helplessness. The fender! Thunk, thunk, thunk. The lightweight car cover, useless against the ladder's destructive power. Thunk, again, as the ladder lurched to the floor.

The anguish caused him to thrash in his sleep. It was the *first dent*. Actually, there were five of them. The next day was a car show that we had been looking forward to. I persuaded him that we should go, in spite

of the boo-boo. For the first few hours, the sun was at a sympathetic angle, so that the dents didn't show.

But by 1:00 p.m., shadows defined and accentuated them. No one noticed the rest of the car, just the dents. It was rather like looking at some hunk of a guy who has a big zit on his forehead. Well-intentioned, but nosy, almost everyone asked what had happened.

Each explanation of the calamity was salt rubbed into Hubby's festering wounds. The pain became intolerable. When no one was looking, he strategically draped an Olds club sweatshirt over the fender. "It's a good thing I did it myself," he said with an air of resignation. "Otherwise, I'd be in jail for assault and batter."

Dave, the painter, woke us at 6:00 a.m. on Monday. He'd sensed catastrophe in the recorded voice on his answering machine and called to commiserate. Sure, he'd take a look at it. Yup, he'd try to get it done before the Quad State Olds Show next week. We delivered the '57 to him immediately. "Actually, I'd expected much worse," he said, upon seeing it. The calm in his voice was reassuring.

Appreciating how meticulous (let's face it: picky) Hubby is, Dave explained the special techniques he'd be using. "No one will notice," he assured us, "except you," he conceded.

Dave is our story's hero. Six days later, we were on the road to the Quad State show, the '57 restored to her original lustrous beauty. Hubby's pocket was a couple of hundred dollars lighter, but he was satisfied.

The first dent is now history, the heartache is easing and Hubby's become somewhat philosophical. As Charles Dickens wrote in *The Pickwick Papers*, "It's over, and can't be helped, and that's one consolation, as they say in Turkey, ven they cuts the wrong man's head off."

*Mary Senander lives in Golden Valley, MN with Hubby and their 50s Oldsmobiles.*

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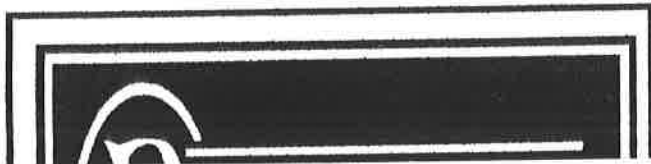
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## Calendar

- Feb. 26 DSR Meeting at 7:30 PM in Clubhouse  
Feb. 26-28 AACA National Winter Meet-St. Petersburg, FL  
Mar. 14 Judging Seminar beginning at 10:00 AM - DSR Clubhouse  
Mar. 28 Old South Antique Car Club's 36th Annual Show at Fort Conde  
Apr. 4 MBMC's Camellia Classic at Bellingrath Gardens  
Apr. 4 Miracle Strip Region AACA's Gold Cup Race from Panama City to Apalachicola  
Apr. 11 ???? DSR Outing ???  
Apr. 17-18 AACA Southeastern Division National Spring Meet-Montgomery, AL  
Apr. 25 MOPARS at the Battleship  
Apr. 30 Pate Swap Meet-Texas Motor Speedway near Ft. Worth, TX  
May 9 DSR's 15th Annual Car Show at the Clubhouse