



The Sparkplug



Newsletter of the Deep South Region A. A. C. A. Vol. 32 No. 1 January 1999

DSR breaks with traditional January outing, new location big hit with members

For more years than some can recall, the outing in January was our "catfish run" to David's Catfish Cabin which usually took place on Senior Bowl weekend. The club's new Activity Coordinator, Ed Lunsford, thought maybe it was time for a change. Apparently, he thought right. The date was changed to the weekend before the Senior Bowl and we went to the Gift Horse Restaurant over in Foley, AL. He also turned this into a tri-club event by inviting the South Alabama Region AACA and the Gulf Coast Model A Club members to join us for lunch.

Those of us living on the western side of Mobile Bay met at the entrance to Battleship Park to motor through some picturesque parts of Baldwin County with Ed leading the way (rather than Buddy "take the scenic route" Paquet). The weather was warm and clear when we left traveling Highway 31 and on to County Road 27 over to Highway 98 East. We knew the Model A folks had left about an hour before us thinking their slower speeds would put all of us arriving at about the same time. Either we were slow or they were pushing those A's for all they could get out of them. When the DSR folks arrived, all we could see parked in front of the restaurant was one Model A after another! Even the SAR club had to park across the street. Actually, there was room for everyone and we all had a good laugh about who got prime parking space.

The laughter sort of quieted down though when we got inside and found the Model A group and the guys and gals from the SAR seated at tables waiting for us. Not only did they get the best parking spots, they got the best tables, too! This really is all said in jest since they did wait until we got there to start eating. Even Jim "Have some peanuts" Martin left his ever-present ziplock bag in the car. Perhaps he felt it wouldn't be appropriate to throw the shells on the floor in this more upscale eatery.

This rather unique place has been open for quite sometime and the food is excellent with literally everything from soup to nuts. There is a lovely upstairs dining room but the management apparently thought if we came in antique cars, we must be antiques, too. They were very nice to set aside an area downstairs just for the oldies-but-goodies crowd and we filled it up. There were (Can you believe this number?) 76 who went through the buffet line. It was a double line so everyone filled their plates quickly and began some serious eating. One really nice thing about this place is that desserts are set out separately from the buffet so one does not have to put up with being accused by fellow members of going back for seconds when all one really wants is a bit of something for the sweet tooth. If you don't believe your Editor, just ask Cecil "I got the last piece of pecan pie" Pugh or Junie "Who ate all the banana pudding?" Jarvis.

In addition to the seven couples from the SAR and the 15 GCMAC members (7 DSR members also belong to GCMAC making their total 22) DSR had 2 Andersons, 1 Bailey, 2 Brelands, 2 Couplings, 1 Crowdus and her niece Karen Pierce, 1 Demetropulos, 2 Fewes, 2 Francises, 2 Jarvises, 2 Lunsfords with guests Mike Lunsford and Kathy Byrd, 2 Lyles with Robbie's mother, Mrs. Eunice Long, as a guest, 2 McFerrins, 2 McLaneys, 2 Martins, 2 Musgroves with Tim & Kathy Matthews as guests, 2 Neeses, 1 Nelson, 2 Paquets, 1 Pugh, 2 Rowells, 2 Whighams, 2 Whites and last, but never least, 2 Youens. When everyone had finished eating, some strolled through the antique shops near the restaurant, a large number of the guys looked over each others cars and kicked some tires while the rest of the group congregated on the sidewalk to visit for a bit. The time to leave and return route was an individual choice.

Minutes

Deep South Region A.A.C.A. Meeting/Christmas Party December 12, 1998

Decembers Meeting was held in conjunction with the annual Christmas Party. Fifty six members and three guests attended. President Buddy Paquet welcomed everyone and invited them to enjoy themselves. At approximately 6:45 PM Chaplain Don Dillehay gave the invocation. Dinner was a delicious buffet, which had been catered.

Buddy asked Ann Rowell for a report on the Angel Tree, This year DSR purchased gifts for three children, three and four year old boys and a newborn girl. The club had allotted \$200 for the project, of which eleven cents remained. The hat was passed to replenish the treasury, details of the amount collected will be in the January Treasurers Report.

Buddy presented the outgoing officers with plaques recognizing their service to the club and certificates to those who had performed a special service during the year.

The highlight of the evening was the presentation of DSR Life Membership Plaques to two long time members. Receiving this honor was Mrs. Bell and Geary Polk.

The officers for the coming year were asked to stand, raise their right hand and take the "oath of office". The New President Eddie Anderson, gave a short speech , then presented Buddy with a plaque in recognition of his being 1998 President.

Then the fun began. It was time to play Dirty Santa. The rules were explained and the person with the number 1 chose a gift. There was a lot of swapping, some had a hard time holding on to a gift, when the evening was over everyone went home with a nice gift. Some confused, but all were happy.

Submitted by,

Ann Rowell

PS: This is my last time to record the minutes in my year as Secretary, I have learned a lot about our club and its members. I want to take this opportunity to thank all of you for your help and especially Patt for her help, and her PATIENCE.

Ann

DSR members extend sincere condolences to both **Carl Bailey** and his family as well as to **W. G. Rhinehart** and his family on the loss of their mothers. Mrs. Ollie Irene Bailey Day died December 27, 1998 in Richardson Texas. Mrs. Margaret Rose Rhinehart died on December 31, 1998. Both ladies were residents of health care facilities. A memorial contribution was made in Mrs. Rhinehart's memory to the Alzheimers Association and a similar donation will be made to a charity of the family's choice in remembrance of Mrs. Day.





A message from our President

I would like to say first that I appreciate your expression of confidence by electing me as President this year. I have a lot of ideas I hope you will support me on for helping DSR become better known.

One of the things I would like to see us do is to hold an open house at the clubhouse each year. It would help the community get to know what DSR is all about. We can invite members of other clubs in order to get to know them better. Hopefully, this relationship will prove mutually useful if we, or they, need help with anything. I would also like to see us start some friendly competition between the local clubs for community service or charitable contributions. Perhaps we could offer a trophy or plaque that could be given to the club that did the most charitable work during the year. Then it could be passed on to the one that won it the next year and so on.

Occasionally, I think having a guest speaker at our monthly meetings would be helpful. It could be community leaders, business people or whomever.

I especially think it is important to do some things to get the young people in our area interested in antique cars. Someone needs to carry on when we're gone to keep the hobby alive for everyone to appreciate. We could hold some sessions for the youngsters showing them how to clean and de-tail their cars properly, how to work on certain areas of the cars, and do some one-on-one with them.

It would be good if we could find a way to keep in touch with those members who are not able to get to the meetings. I realize that those who live out of town are not anxious to drive to our meetings at night and I can certainly understand their reasoning. But I feel sure they would be more than willing to help if they know what's going on. Anyone have a suggestion to accomplish this? If so, give me a call.

Eddie Anderson

It takes thousands and thousands of nuts to put a car together but only one loose one on the highway to destroy it.

Growing up with an old Dodge truck by David Couling

The year was 1965 and the truck was a 1949 Dodge half ton with bald tires and holes in the floor. One hundred, fifty dollars was the price and the dealer gave Pop a gallon of oil and a used tire to get home on. We headed for home and found the best way to keep it running was to pull off the road and slam the hood.

I was 14; me and the Dodge were going to learn a great deal. For example, a few weeks later Pop asked me to go out that morning a fire up the old truck. Well, my foot came off the clutch and I created a new door in the barn.

Then after I came back home to live, Dad asked me to drive him up to the camp using the freeway. I was really going to try out my driving skills and soon the fenders were flopping, the doors were shaking and Pop sat over there as if he was watching his life fly by. On one occasion when the old Dodge wouldn't start, Pop asked me to get behind the wheel while he jacked up the rear end and spun the wheels. Well sir, that thing fired up, came off the jack and I drove straight into the lake! Back then the camping trips were always fun. When it was over, we would load up the dogs and all those frogs and rocks that every kid needed to show to his friends.

Ok, try some of these ideas on for size...riding on top of a load of dry sawdust at 50 miles per hour...or try riding in the back on a dusty road on a hot summer day. All of this was a long time ago but I sure hope that somewhere along the way, you, too, had a old Dodge truck and a good old Pop.



Ross Sloan was fortunate enough to receive a 1935 Alabama license tag as a Christmas gift but we still need a 1928 tag for our collection to go in the clubhouse. Also if you know where there is a 1943 decal in a collection that could be copied that would be helpful to round out the display.

Ed Lunsford

From Edgewood, KY to New Castle, IN and back (all in a day's time!)

by Ray Mauer

The morn of Sunday, June 14th dawned with the sun rising in the east. This was a good omen. The gas gauge needle on both cars in which we were to travel pointed ominously toward the FULL mark. The batteries likewise were full of electrical potential. These, too, were good omens. Considering all odds and handicaps, matters added up to looking like a splendid opportunity for a run up into Hoosier land from the Bluegrass Commonwealth. "Hot diggity dogs," thought I, "it's the lure of the open road for Dave Allen, Jim Schaefer and me."

Chrysler Corporation's New Castle, Indiana Machining and Forge Plant had an open house and car show. The plant manufactures a number of forged products for Chrysler vehicles. Dave and Linda Allen had purchased their fine 1931 Plymouth roadster from Frank Pfinneger of New Castle. Frank and his brother, Alvie, were both formerly employed at this plant prior to retiring several years ago. They were talented tool and die craftsmen contributing several improvements to the plant process. Alvie is married to Linda's cousin, hence the Edgewood-New Castle connection. The '31 had once made a trip to the top of Pike's Peak in Colorado. Frank is working on a 1931 Chrysler convertible coupe and also owns a 1924 Model T Ford. Brother Alvie owns a '28 Chrysler roadster as well as a 1931 Plymouth sedan. Since Dave and Linda have a 1932 Plymouth convertible coupe as well as the fine '31 roadster, an invitation was extended to bring both cars to the show. Jim Schaefer would drive one of the cars, Dave the other. I went along for the ride--my job was to check the gasoline gauge and make sure Jim was following the correct route. We would take I-275 West to Lawrenceburg, Indiana, then Indiana 1 north to intersect with U.S. 52, then west of 52 to Rushville, then north on Route 3 to New Castle. The route added about 115 miles one-way to each car's odometer

We left the Allen's home at 10:30 in the AM--

Dave was behind the wheel of the '31 and Jim piloted the '32 with me as co-pilot. The '32 has more leg room for a six feet plus tall gentleman and is more comfortable to drive. The sound of the engines of both cars had a resemblance to the more familiar Model A to this passenger. Dave is trying to disguise the engine's sound due to a cracked manifold.

We made good time and the old Plymouths performed flawlessly, cruising comfortably at 45-50 miles per hour. We gained Rushville's city limits with no untoward happenings. After a pit stop to stretch our legs and top off the fuel tanks, the drivers switched machines. It was a pleasant day to drive the flat, back roads through the Indiana farmland. We arrived in New Castle just after 12 noon, Indiana time, and went first to Alvie's house. After looking over this automobiles, the '31 and '32 were driven to the plant and put on display there. Dave's cars were the most senior on the show that featured a wide range of examples of the Chrysler line, including a new purple Prowler. We left the show for a quick lunch and when we returned it was time for the tour of the plant. We met a neighbor and friend of Alvie's, Ed Witham, who has been employed at the plant for 31 yeas. Ed works in the machining department and is also an antique car enthusiast. He took us behind the marked off areas and spent nearly an hour giving us an extra-special tour. He explained how they transform 500 pound blocks of raw steel alloy into various pieces in the forge molds. Most of the cutting machines were made in Cincinnati, and although are getting up in years, are still performing as good as the day they were installed.

We were treated to another tour after leaving the plant--around Ed's personal collection. Distributed between three locations, we totaled up 18 items. There were two 1933 DeSotos, eight Dodge Chargers of late 60's vintage, (Continued on Page 5)

a Superbird, a pair of Dodge Little Red Pickups also from the 60's, a rare Packard-Hawk manufactured when the Packard-Studebaker Company was in its death throes. There were several other cars as well. We were definitely in Mopar country although Ed had two token Fords--both were old tractors. Except for a low tire here or a discharged battery there, most cars were in excellent condition and ready to drive. Ed also has an extensive remote control model airplane collection.

By the time the day's activities had been concluded it was after 7 P.M. and some menacing looking clouds had gathered on the horizon. We reversed our route of the morning and got nearly to Rushville when it started to rain--hard. We pulled into a filling station with a canopy so Dave could install the side curtains on the '31. By this time, however, he was quite wet. Since it was getting dark, we decided to check out the lights on the cars. The low beam filament was kaput on one of the roadster's headlamps, so Dave had to go with the high beams. The '32 did not have windshield wipers so as it got progressively darker we slowed our pace to about 40 miles per hour. Due to our slower speed we had a few impatient drivers behind us on Route 1, and there aren't many opportunities to pass safely.

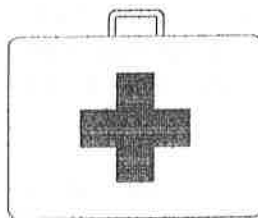
We finally got to Lawrenceburg and then onto I-275. We crossed the mighty Ohio River and started up the hill into Kentucky. By now we were in the midst of another heavy shower. There was a lot of truck traffic and it was as dark as dark can be. In other words, it was not an enviable situation in which to be given the poor illumination from our cars' headlights. Half way up the long hill the roadster's engine gave out for a few seconds. So did Dave's heart. Dave was looking for the panic button when the engine mysteriously began to run once again. So did his heart. Whew!! However, a few moments later the tail lights on the roadster went dark. Jim and I were following as close as was prudent, but did not know if he still had brake lights or not, so we didn't want to get too close. Our headlights were illuminating the white historic

license plate. That was all we could see and it wasn't much. This was due to a combination of the rain, darkness and road spray thrown up by the other vehicles rushing past us in the fast lane. We spent an anxious few minutes for the nearly 15 miles to go until we were able to exit the interstate. Then, incredibly and now that we really didn't have the urgent need for them, the tail lights decided to come back to life! They had been out of commission during the most critical time of the trip. Go figure. A few more miles and both cars were safely back in Dave's garage. By now, it was after 10 P.M.

In looking back on the day, Dave, Jim and I had had an interesting and enjoyable tour with two antique automobiles and a most exciting finish. We had been "on the road" for nearly twelve hours, covered more than 230 miles and visited with several antique car buffs while viewing their prides and joys. As if to put a final cap on the matter, a few days later there was in the New Castle *Courier-Times* newspaper a full page story about the previous Sunday's activities at the Chrysler plant as well as a full color photo of the '32 convertible coupe.

Editors Note: The preceding article from the July issue of the *Flat Tire* newsletter edited by Tom Bauer. It is the official publication of the Norther Kentucky-Greater Cincinnati AACA Region. I know that our members with cars of the early 30's will find it enjoyable as well as a trip they can relate to.

Members under restoration



I sure was hoping we wouldn't have this part of the newsletter for January but...**Susie Anderson** has had some repair work done...both **B.L. & Geneva Cammmon** are getting tune-ups...**Darlene Ebl** has an upper radiator leak... **Joyce Francis** says the only thing that will make her better is a complete overhaul... **Lucille Nettles** is waiting to see if new points and plugs will make her feel better.

The Deep South Region Mechanic's Tool Guide

HAMMER: Originally used as a weapon of war, the hammer is now used a kind of divining rod to locate expensive parts not far from the object you are trying to hit.

MECHANIC'S KNIFE: Used to open or slice through cardboard boxes and their contents, it works particularly well on seats, carpet and other objects that should not be cut by the do-it-yourselfer.

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age; but also works great for drilling holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

WISE GRIPS: Also used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

HACKSAW: One of a family of cutting tools that transforms human energy into a crooked, unpredictable motion and the more you attempt to influence its course, the more dismal your future becomes.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the work bench with the speed of light. Also removes fingerprint whorls and hard-earned calluses in about the same length of time it takes you to say "Aw, _____!"

DRILL PRESS: A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the garage, splattering it against that freshly painted part you had drying.

EIGHT-FOOT LONG 2 x 4: Used to pry, lift or maneuver objects that may or may not be a part of your car.

TWEEZERS: A tool for removing the wood splinters you have after using the previous tool.

AVIATION METAL SNIPS: See "hacksaw".

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten time harder than any known drill bit.

CRAFTSMAN 1/2 X 16-INCH SCREWDRIVER: A large motor-mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by a hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Springfield, and rounds them off.

TROUBLE LIGHT: Your own personal tanning booth, sometimes called a "drop light". Its main purpose is to consume 40-watt bulbs at about the same rate that 105-mm Howitzer shells might have been used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PRY BAR: A tool used to crumple the metal surrounding the clip or bracket you needed to remove in order to replace a 50 cent part.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you forgot to disconnect.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

SNAP-ON GASKET SCRAPER: Handy tool for spreading mayonnaise on your sandwich.

Just for the ladies...

Ladies, the next time your hubby gets a gleam in his eyes while staring at another old car, take a good long look. It may be the last time you see him for a while. Unless, of course, you are willing to get involved or at least *pretend* interest. Because you know his hobby isn't going to go away, you just have to learn to live with it.

When another giant bucket of rust and bolts takes over what used to be your patio, go find yourself a toothpick. Insert it horizontally in your mouth, cheek to cheek. The points will contort the face so you appear to always be smiling.

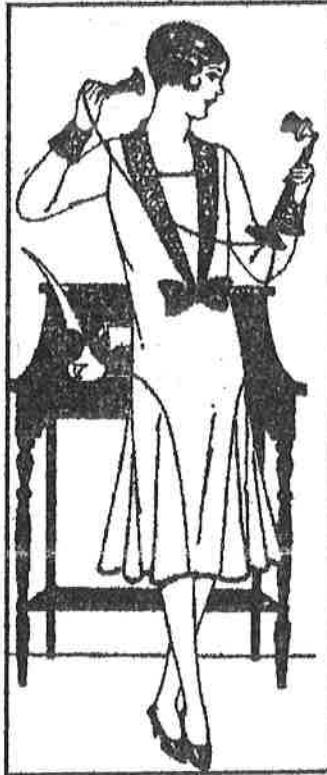
When a bolt here or a screw there infiltrates your basement or laundry room, you will know the car outside is nothing more than an empty shell. Eventually, you will not be allowed to wash clothes since you might touch a freshly painted part. So, go outside, fill up the trunk with soapy water and do the wash on the patio. If you are unfortunate enough that the engine has been removed, you can't use the heater to dry clothes, but they are clean!

As you well know by now, all tools make so much noise, you have to find a means to communicate that will override them. Two pot lids banged together with force can mean "It's supper time", or hitting on the garage wall can mean "I'm going out".

When buying new parts becomes a problem due to a lack of monetary funds, hubby will take you for a Sunday afternoon ride to some remote spot. This is so he can show you another car that doesn't need half the work the one he has been dismantling and he will say "Can I get it? Can I, huh?". At this point, you simply put another toothpick in your mouth and remember you will always know where he is.

Now that there are two cars instead of only one, he will be back in business and you can make short nightly forays to wherever the rebuilding process is taking place. This will have to suffice as your "quality time together". Don't forget that all cars have names, usually one of the female gender, such as "Peggy Sue" or "Barbara Ann".

Therefore, when hubby mumbles in his sleep, you will know he is talking to or about the car, not another woman.



In the not too distant future, one car's parts will merge with the other and you will hear hubby say the long-awaited weekend is coming up, it's time to compete in a car show. Your knee-jerk reaction is "How much can we win, hundreds, maybe even thousands?" Not money, says he, you win trophies. If you feel yourself faltering, grab another trusty toothpick.

You will find there is a protocol to car shows, you could even call it a form of etiquette. The first thing you will learn is that men, and a few women, are very protective of their cars. You might hear a voice coming over a loudspeaker cautioning those not-in-the-know to watch out for pocketbooks, rings, zippers and long fingernails. If you should get in your hubby's pride and joy, never close the door when exiting. No matter how softly you shut it, it will always sound as if you slammed it like the pot lids you banged together to signal supper time.

Another thing you must be very careful of at a car show is being overtaken by a fit of giggles when you hear grown men conversing with each other in some sort of foreign language. "Hey, great chassis, man!" or "Know where I can get a NOS shift lever?" Don't ever believe that he will be as obliging when you take him to an antique or collectible show and run into a female friend who says "Go over to the depression glass, it's totally cherry!" or "Did you ever see so many crocheted pieces in absolutely mint condition?!" One more word of caution with regard to car shows. When the awards are being presented and hubby's name is called, that is your cue to pop up and make a run to the person handing them out. After you pick up the trophy, you will receive pats on the back and a lot of congratulations. This is your due and you should accept it with grace. Not for all the hard work that you because you didn't do any but your reward for being such an expert. Expert *pretender*, that is.



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SE Divisional Tour (4/9 - 4/11/2001)
Chman: Charlie Froehlich (601)749-9935

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 \$15.00 and AACA National dues are \$26.00 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.



Please recycle this newsletter to a friend

Plans for first DSR Super Souper Bowl to be discussed at January meeting

A suggestion was offered to our new President who in turned punted it to Ed Lunsford, Activities Coordinator, that maybe we could put a new twist on our annual chili contest which takes place at the February meeting. The chance for cooks to win a first, second or third place trophy still stands. The difference is that any type of soup can be entered for judging and competitors will be asked to bring at least a crockpot full. The reason for the large amount is so we can have a "dinner meeting" of sorts. The club will furnish bowls, spoons, crackers and soft drinks. A kick off time for the evening has not been decided but tentative plans call for about 6 P.M. with the meeting starting at 7:30 P.M. as usual. The theory behind all of this is members would some extra time to talk cars plus enjoy each other's company. It is not mandatory that you bring anything in order to come taste-test the entries.

Please be prepared to contribute your two cents worth to the discussion at the January 28th meeting.



Congratulations to Lt. Col. Clarence W. Cox, U.S.A.F., Retired on his recent election as an officer in the Retired Officers Association, Gulf Coast Chapter. A dinner and induction ceremonies was held Jan. 8, 1999 at the Skyline Country Club where he assumed the office of First Vice President. In case you haven't figured out just who this is, it's DSR's very own **Bill Cox**.

A couple of things you "auto" know

The Albert P. Brewer Center's annual Mardi Gras parade is set for Fri-day, Feb. 12, 1999. The line-up time is 8:30 A.M. with the parade starting to roll at 9:00 A.M. Approved throws are moonpies and/or beads or large trinkets. If you wish to participate, a sign-up sheet will be available at the Janury meeting.

Walmart at Tillman's Corner will sponsor a one-day car show on Feb. 6, 1999 from 8 AM until 2 PM to benefit the Make-a-Wish Foundation. You are encouraged to participate if at all possible. If you don't make the meeting, call Eddie Anderson (649-3231) for more information.

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

Calendar

- Jan. 28 DSR Meeting in Clubhouse at 7:30 P.M.
- Feb. 5-7 Moultrie Winter Swap Meet
Feb. 6 Tillman's Corner Walmart's One-Day Car Show to benefit Make-a-Wish Foundation 8AM-2PM
Feb. 12 Brewer Center's Mardi Gras Parade ~ Lineup 8:30 AM~Parade 9:00 AM~ Moonpies & beads
Feb. 13 1999 Red Snapper Festival Open Car & Truck Show ~ Orange Beach, Al
Feb. 16 Mardi Gras Day
Feb. 25 DSR Meeting in Clubhouse at 7:30 P.M.
- Mar. 4-6 *AACA Southeastern Division Winter National Meet ~ Orlando Florida*
Mar. 6 Coastal Classic Car Show ~ Radisson Beach Resort ~ Okaloosa Island ~ Ft. Walton Beach~Info: (850) 243-9511
Mar. 25 DSR Meeting in Clubhouse at 7:30 P.M.
Mar. 27 Old South Antique Auto Club Show @ Ft. Conde Info: Jerry Pulliam (334) 457-2339
- Apr. 3 Camellia Classic '99 ~ 6th Annual Open Car Show at Bellingrath Gardens sponsored
by the Mobile Bay Mustang Club ~ Contact John Reid (334) 666-3761
Apr. 10 14th Annual Gold Cup Race sponsored by the Miracle Strip Region AACA ~ Panama
City to Apalachicola, FL
Apr. 8-11 *AACA Annual Grand National & Western Division National Spring Meets ~ Tucson, AZ*
Apr. 22 DSR Meeting in Clubhouse at 7:30 PM
Apr. 24 "MOPARS at the Battleship" ~ 4th Annual MOPAR show ~ Contact Larry Jordan
(334) 653-5154
- May 8 DSR's 16th Annual Mother's Day Car Show at the Clubhouse in Mobile, AL
May 20-22 *AACA Central Division Spring Meet ~ Paris, TX*