

# Sparkplug

NEWSLETTER OF THE  
DEEP SOUTH REGION

A.A.C.A.



Vol. 28

No.

6

EDITOR: Patt Paquet

## 1995 OFFICERS

PRESIDENT:	Frank DeCrease	666-9393
VICE PRESIDENT:	Brenda Reid	666-3761
SECRETARY:	Jane Bruton	666-4150
TREASURER:	Frances Whigham	626-4255
ACTIVITY COORDINATORS:	Melvin & Betty Neese	649-3038
MEMBER AT LARGE	Raymond Cochran	626-5744
		661-4009

## AAECM Sponsors 17th Annual Show

Memorial Day weekend would not be complete for car buffs without the annual Point Cadet show in Biloxi. This year registration topped 100 outstanding cars with lots of "T's" and "A's". As a matter of fact there were more of them at this show than have been seen in a show in quite sometime.

Mobile was well represented with members from the **DSR, Azalea City Classic Chevy Club, Mobile Bay Mustang Club and Old South Antique Auto Club.** Mobile folks came away with trophy plaques, Prestige Medals, Recertification of previous Prestige Awards and for **Jay Annis** of the Chevy Club, the **Best of Show Post-War.**

DSR members there were **Dene & Barbara Breland, Larry & Becky Burdeshaw, Elven & Nell Few, Jerry Finley, Ray & Katherine Harper, Buddy & Patt Paquet, and John Reid.**

## 1995 Special Fall Meet

If you have always wondered what goes on at a National meet or wanted to attend one, you will have an opportunity to do so Nov. 9-11, 1995. This meet will be listed on the Meet Request Card to be included with the May-June issue of *Antique Automobile* which if you have not yet received you should do so soon. **Remember** that if you plan to attend any of the social functions or show a vehicle, you must submit a registration card and the only way to received a registration card is to submit the Meet Request Card. The Meet Request Card is on the back of the carrier sheet (mailing label) in the poly bag in which the magazine is mailed and **there is no charge for the Meet Request Card !!** The registration information won't be mailed until August or September and there is **no obligation to register even if you request the information.** Next month we will carry full page on registering for a meet.

## Thomasville's Nuthin' New Car Show HOT !

The annual show had approximately 60 cars which was down from their usual number and this could be attributed to the extremely hot weather we have been experiencing and the fact that the show was held in June rather than in April as in the past. However, the cars there were really good ones and **Jay Annis** of the Azalea City Classics Chevy Club walked away with another Best of Show. This seems to be his year! Marie and I went up in a "modern" car due to a leak in the gas tank on my Mustang but we enjoyed the day with old friends.

By Jerry Finley

## September Tour to Hot Springs

**Betty & Melvin Neese** are planning to "scout out" our route for the tour to Hot Springs, Arkansas, which is scheduled for September. There will be more info in the July newsletter but if you haven't made plans to set aside the week of Sept. 10-16 now is the time! They will get everything worked out as far as rest and meal stops, motel accommodations for overnight on the way there and back as well as where we will be staying in Hot Springs. We will use lesser traveled roads and be on the Interstates as little as possible.

## MINUTES

### DEEP SOUTH REGION AACA GENERAL MEETING

The May 25, 1995, meeting of the DSR was called to order at 7:40 by Frank DeCrease, president. The meeting was held at the DSR clubhouse. The invocation was given by Hershel Whigham. There were 28 members present and two guests.

#### OLD BUSINESS

\*Four joint and one single new members were unanimously voted into the club on a motion by Buddy Paquet with a second from Hershel Whigham. The members are Ed and Barbara McCusker, Henry and Naomi McCrory, Archie and Evelyn Brisendine, Larry and Becky Burdeshaw and Greg McDonnell.

\*A correction to the April minutes was noted by Frank DeCrease that the club hold a Road Rally in the fall (not Road Race). The April Minutes were accepted as corrected on a motion from John Reid and second by Al White.

\*Jerry Finley gave a brief report on the Annual Car Show just completed. One hundred vehicles were entered in spite of the threatening weather. Coastal Ford has agreed to sponsor the show again next year.

\*Frank DeCrease reported the Building Committee needs written suggestions for light fixtures. Ray Cochran recommended permanent speakers be installed in the back of the club house.

#### NEW BUSINESS

\*Brenda Reid, Vice President, reported that the air conditioner and the PA system will be checked and, hopefully, repaired soon.

\*The May treasurer's report was given by Frances Whigham and a motion to put all proceeds from the car show into the general fund was made by Buddy Paquet and seconded by John Reid. The motion carried. The amount is approximately \$3600.

\*A Antique Car Day Declaration from the City of Mobile was read by Patt Paquet, editor. It will be framed and hung in the club house. Patt showed a sample of a small portable manual fan with the club logo on it. A motion was made by Hershel Whigham to purchase 500 of the fans to use as public relations gifts. The second came from Margie DeCrease. The motion carried.

\*A report on the Second Annual Hooter's Car Show was given by John Reid, chairman. Jobs are still available for interested persons!

\*Numerous activities were reviewed by Betty and Melvin Neese.

#### ANNOUNCEMENTS

\*Jim Martin showed the beautiful hand made model car he won as a door prize at the DSR Car Show. Buddy reminded everyone to begin thinking about door prizes for the Hooter's Show.

\*The 50/50 pot was won by Bob Hedberg.

#### ADJOURNMENT

The meeting was adjourned at 8:20 on a motion by Melvin Neese and second by Jerry Finley.

Respectfully submitted,

*Jane Bruton*

## PAST PRESIDENT TOM BROWN DIES JUNE 13, 1995

It is with great sadness that our newsletter must report the death of long-time member and past president of DSR, Tom Brown. He served as our president during the years of 1991 and 1992. I had the pleasure of working with him as secretary in 1991 and came to know Tom as a most kind and loving person.

Tom was a native of Buckatunna, Mississippi, but moved to Mobile in his early years. He had always been mechanically inclined; his dad owned one of the few cars in Buckatunna and a neighbor in Mobile helped him learn to work on cars and boats. After graduating from Murphy High School in 1941, his cousin told him how he would love being in the Navy. Tom discovered in about three days he didn't like it but he had signed up for six years. He served on merchant ships during the war and his home base was the Brooklyn Navy Yard. He met and married a girl from New York and after being discharged from the Navy he went to trade school to learn more about the mechanical things he loved. Later, he worked as an auto mechanic then spent 13 years with the Port of New York Authority. He and his wife moved to Citronelle in 1963 and at first he ran his own auto repair business. He then worked briefly for Radcliff Materials before hiring on at the Alabama Dry Docks from which he retired in 1988 after 22 years.

Tom's first wife died in 1988 and he found himself very lonely. He started doing volunteer work with the Retired Seniors Volunteer Program to fill his days. He worked in the Caregivers division and providing transportation to and from treatments for an elderly cancer patient was his first assignment.

Tom's life took a happy turn when he met Martha Havens through his volunteer activities. He had begun attending some of the events at the SAIL center in Citronelle and there she was. He worked things around so that he

could meet her and a little later he asked her to have coffee with him. He found out she was just as interested in him as he was in her. Everything seemed to click for Tom and Martha and they were married June 3, 1989 in the Citronelle United Methodist Church. Tom had no children from his first marriage and accepted Martha's as his own. In return, her children felt the same and care for him deeply.

After their marriage, Tom continued with his volunteer work for sometime and then later on he and Martha enjoyed traveling, especially with the group from their church. They made at least one trip to Alaska few years ago. They have been involved in DSR all during their six years of marriage making the trip from Citronelle to Mobile anytime there was something going on. They went several times with a group to the car show in Meridian, Mississippi with Tom taking much teasing about his refusal to drive over the 55 mph speed limit. We were never sure if he was just taking care of his '63 Rambler or if it was because Martha was in the car and he was taking extra care of her. I would tend to believe the latter.

There is absolutely no question that Tom is going to be missed. I have had a number of conversations with Tom after his cancer was diagnosed and his acceptance of what had occurred was truly amazing to me. But then again, Tom was an amazing man in a lot of ways.

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**Editors Note: The family has requested in lieu of flowers donations be made to Citronelle United Methodist Church. You may make a contribution at the meeting June 25th or if you will not be at the meeting you can mail your check to Frances Whigham, 30966 Wakefield Drive, Spanish Fort, AL 36527**

## DSR Welcomes 9 New Members in May

### The Brisendines

**Archie & Evelyn Brisendine** are searching for their dream car and Archie thinks maybe he has found it. He didn't say exactly what it is but he seems to think he has located it so we will just have to wait and see but I can tell you it is a '65 model.

They came to the club through Dr. William T. Wright's recommendation. Archie spied a copy of *Antique Automobile* in his office and commented on how much he loved the older cars. Dr. Wright told him about the club and he and Evelyn came by the clubhouse during our car show.

Archie, originally from Springfield, Ohio, retired from the Harris Corporation in 1988. His wife, Evelyn, is employed as office manager of the Covenant Church on Cody Road. They are probably our couple married the shortest length of time having wedded in 1990.

### The Burdeshaws

**Larry & Becky Burdeshaw** are both from Panama City, Florida but now reside in Biloxi, Mississippi. Larry retired from the Air Force in 1986 and is a Vocational Instructor with the Junior College System and is on contract with Mississippi Power. Until this past year Becky has worked for

H & R Block Tax Service but now takes care of their 2 grandchildren during the school year. They have been married 30 years this past May and are the parents of 3 children. The oldest is a daughter who teaches school; Lee, their second child who was killed in a 1987 auto accident at age 18; and Mark, their third child was born in 1974 and died in a swimming accident in 1988.

They have always had a interest in cars and to quote Becky "old, new, fast or rusted". They also have a avid interest in photography and animals, especially their 2 English bulldogs. They are members of numerous car clubs and have 4 antique/classic cars, the latest of which is a 1970 Datsun SRL 311.

### The McCrorys

**Henry & Naomi McCrory** originally joined DSR in June 1994 and we had the pleasure of their company at several DSR functions. Unfortunately, Henry had to have triple bypass surgery on Jan. 14, 1995 and has just now recuperated to the point of their being able to be active again and we are happy to have them back.

### The McCuskers

**Ed & Barbara McCusker** have a 1931 Chevy Special Sedan. Ed says that he has been interested in old cars for over 20 years since his brother one when Ed was a child. They had noticed the clubhouse in the past and when a recent article on the club appeared in the newspaper regarding the club and the upcoming show they decided to enter the show. While there they obtained a membership application and are now members.

Ed is employed at MAE (Mobile Aerospace Engineering) as an aircraft inspector and Barbara works taking care of Ed and their home. They have two sons one of whom lives in New York and the other in Arizona with Ed and Barbara's grandson.

### Greg McDonnell

**Greg McDonnell** is owner of Garden Renaissance Landscaping which he opened 12 years ago. He graduated from Mississippi State with a major in landscape contracting and a minor in landscape architecture. His interest in plants and cars goes back to his childhood and he is the second owner of a 1985 Olds Tornado. He met B.L. Cammon at the Camellia Classic who in turn introduced him to Frank DeCrease. Greg had seen the picture of Dene Breland's '67 Olds Tornado in the paper after the What-a-Burger show, located him at the show that day and found out about the club. Greg jumped right in and worked as a writer during our annual show.

## Garages, Etc.

by Stephanie Ragan

Clutch Chatter, Tri County Region, Virginia

I would like to express my appreciation to the reader who let me know they enjoyed my earlier observations on the antique car hobby. And to those of you who entreated my husband, "For God's sake, don't let her write any more of that stuff!" Thanks, guys! He tried sabotage but, hey, I'm a gal of the nineties, and in less than a week I figured out how to get my electric typewriter plugged back in.

I was particularly moved by a call from a Mrs. Anonymous, who confided that they owned not just one or two, but six parts cars, which were a source of great stress and embarrassment to her - "What will the neighbors think?" I really felt concern for this poor lady, and wondered if there might be others in a similar situation who could, perhaps, provide for her, that essential of modern life, the Support Group. So I trudged off to the garage to consult with my husband, who fortunately, was not using a power tool at the time. "Do you know of anyone, beside the Anonymouses who has as many as six parts cars?", I asked. (I use the term 'parts car' for any vehicle that takes up space and doesn't move.) "Yes", he said, and with an economy of words unusual for him answering any question related to cars, he continued, "us."

Horror. Then a pause while I did some mental calculations. I didn't want to face the truth. "There's just the three here, and the one in the rented chicken house. . .", I said, hopefully. "Two in the chicken house," he corrected, "Don't you remember when I told you I was going to check out that ad for a '48 blah blah blah that somebody told me they'd seen?" Sigh.

"But that's only five," I countered. "And the one in the other chicken house." "WHAT OTHER CHICKEN HOUSE?" "The one I'm sharing with (name deleted to protect the guilty)." Sigh.

So, Mrs. Anonymous. Welcome to my support group. Pull yourself together. . .Life goes on. . .It could be worse. In fact, it probably *is*, if there are any vacant chicken houses in *your* county. Have you tried deep breathing exercises? Like sighing?

Now about garages. When I asked a pillar of our club if he would permit me to tour his to get some ideas for this article, he replied with tact, but somewhat nervously, "you might want to wait a while on that," as if the problem with touring that area was going to be remedied in the near future. He then went on to explain that progression through his garage could only be accomplished by means of a curious sideways two-step which he proceeded to demonstrate, while holding in his stomach

and arching his back. This looked very familiar.

Take our garage, which contains three mostly whole vehicles and enough parts to build around thirty more. Never mind stacks of old tires, and all the necessities of life in the garage - put several guys in there who have dropped by to see and talk cars, all side-stepping down between the vehicles to admire a recently rechromed hood ornament, then back the other way to inspect the newly acquired (and *correct*) jack assembly, now turning around in unison to face the next car, cautiously, backing up to get a view of its interior, - and now what have you got? - **Line dancing.** The Riddle family, who entertained so delightfully at our club talent show, probably got their start in their garage. So figuring that I'm basically too uncoordinated to handle the necessary footwork required for touring most people's garage, I decided to confine my research to our own. At least I've had some practice there, and the rescue squad is not far away.

Not all men would agree with me but, in my opinion, a suitable garage should come with a house, preferably within walking distance. A house provides storage space for whatever won't fit in your garage, also a bathroom, handy if your garage isn't surrounded by shrubbery, and is a good place to keep your wife. Surely you don't want her living in the garage with

you. Ours is within walking distance, barely. I can manage a hike out there most of the year. In winter I go by dogsled.

Here are a few of the things my husband finds indispensable in a garage:

- + lots of windows and ceiling fixtures for lots of light
- + lots of electrical outlets for lots of power tools
- + a wood burning stove for warmth and roasting the occasional starling that manages to fall down the chimney
- + large fans for summer
- + an ice box well stocked with drinking water and Pepsi
- + a comfortable armchair in which to peruse manuals or grump over a problem
- + a comfy stool for the garage cat, of a height that permits supervision of work going on under the hood
- + a garage cat, preferably a neutered male who knows better than to jump on fenders or spray tires (white paws are a liability)
- + a girlie calendar, preferably from the forties
- + a girlie calendar for the current year from the local auto parts store (less class, less clothes)
- + enough shelves for a small grocery store, leaving enough wall space to dis-

play lots of quaint old signs, most proclaiming that sales and service for a favored make of car can be obtained here

- + plaques bearing cut adages like the one about grown men's toys just costing more (like he ever reads *that one*)
- + an ugly but authentic and filthy gas station clock that obviously hasn't worked in years (Has he ever come out of there at the hour he said he would?)
- + the odd hub cap he picks up here and there, not that he collects hub caps - we just happen to have about 750
- + a wall of old kitchen cabinets (Ladies, take note - if you want to remodel your kitchen, just suggest that he could hang a few of the old cabinets in the garage for storage, maybe a section of the old counter top for his workbench area, and you've got it!)
- + And of course, a loft and a pit.

Now you know why we bought this place. I'm not even sure he saw the house before he signed the contract.

A loft is an area under the roof of the garage where you can lose almost anything: "I know those fenders are up here somewhere!" or "Here kitty, kitty, you darn cat!" A pit is a disgusting place where a man can stand underneath his car with a trouble light and tend to

everything from changing the oil to replacing U-joints. Ours is just a black hole with gravel in the bottom, but we know a millionaire (he doesn't know us) who has a beautiful lighted pit with a tile floor, running water, air conditioning, and servant's quarters (just kidding on that last one).

A man can spend many satisfying hours down in his pit without anyone even knowing the garage is occupied - unless the garage cat gives him away.

Another tactic men employ to ensure that they won't be disturbed is the power tool ploy. Have you tried to make contact with your husband or son when he is using power tools in the garage? Rapping on the window and yelling important messages like "Dinner is ready!" or "The toilet is overflowing!" or "The house is on fire!" is not going to do it. Hauling up the door, if you even can, flinging yourself in front of him, waving your arms and screaming, *may*, but not always. When you hear one of those wretched things going, you might as well give up and deal with the problem yourself, which is what they're counting on. In fact, did you know that they sometimes even play *tape recordings* of power tools to discourage interruption while they are actually engrossed in fiddling with some piece of work that doesn't make as effective a racket? (Sorry, fellas, but you knew we'd catch on sometime!)

Barns, chicken house, and even gutted out house trailers can provide unlimited storage for antique cars and parts, thereby saving precious garage space for projects actually in progress, and they have another advantage. Sometimes it is more tactful (read "sneaky") to deposit a certain acquisition directly into one of these, rather than making an appearance with it in the home driveway.

I was invited to take a ride to our rented chicken house to be introduced to the latest treasure. The minute I saw it, I knew why it had gone directly there. If it had appeared in our driveway, I would have definitely called the police, or at least the Environmental Protection Agency. It was a fifty something Hudson, condition - gross, which had once been red and black and green - and mostly rust, and had then

been attacked by the entire cast of Lord of the Flies, armed with spray cans of shocking pink paint. I kid you not. *Pink*. As my husband delivered the familiar recitation of its attributes which, in summary, would apply equally well to a dead horse "It doesn't run but at least its got all its parts." I struggled to find something nice to say. "Well," I offered, "the windshield isn't broken." He appreciated that.

In conclusion, I would like to stress that a garage is really a worthwhile investment. It is also a good place to put your husband when you'd just as soon not have him underfoot, like when you're throwing a Tupperware party, having a rousing 'difference of opinion', or when you want to make a phone call to order something he doesn't think you need (UPS doesn't bring just car parts).

Sometimes you may feel like a garage widow. But at least you can look out at night and see the warm glow of the garage light, and know that he is happily engaged in fulfilling a dream, project by grubby tedious project, of someday seeing that special car restored to its former glory. It is, after all, a noble undertaking. Even if he goes in there Saturday morning and doesn't emerge all weekend (Yes, I too have been known to serve meals in the garage). It's nice to know he's there. Just think of him as your friendly neighbor, but don't try to borrow a cup of sugar - He'll never hear you with that shop vac going. Or is it?

Note: Mrs. Anonymous, Mr. Deleted is not Mr. Anonymous.

## Buying ?? Selling ?? Searching ??

**For Sale:** 1966 Olds 88 Dynamic 4-dr, A/C, with 36K miles- one owner-\$2150. Call Lloyd Crowdus (334) 661-8486

**For Sale:** 1965 Mustang Coupe with Pony Interior Restored, outside needs some work \$2,000. Call Bill Ralph (W) (334)829-4047 Ext. 2432 or (H) 639-1205 after 6:00 PM

## Members Needing Restoration

**Raymond Cochran** was in the hospital the end of May for a heart catherization and other tests. Later on he was involved in a "fender bender" and was again admitted to the hospital overnight.

**LaVerne Hopkins** is in Springhill Memorial Hospital but hopefully by the time you read this she will be home.

# Trailer Safety

**Rich Carroll**

Since many of us own and use trailers to transport our antique cars, the following simple suggestions may be of help. If you are like most of us, the use of a trailer is something we are familiar with, but do not do every day. The first rule of trailer safety is to properly load your trailer. Follow the recommendations of your trailer manufacturer. Most specify about 10% of the total weight of trailer and load be placed on the hitch, but this can vary. Do not use undersized hitches or vehicles.

Make sure that the ball hitch and any joints on the braking system or equalizing system are properly lubricated. Make absolutely sure that your braking system is fully operational, and does not need hydraulic fluid.

The tires must be properly inflated and checked regularly. If a trailer tire loses air, it will effectively shift the center of gravity, markedly changing the loading of the trailer. You can not feel the pull of a low trailer tire when towing, so it is imperative that you frequently check the tire pressure with a good gauge. I also suggest that everytime you check the tire pressure, that you feel the wheel hub for additional heat. If the bearing fails on a trailer axle, you will have no warning other than increased temperature. For this very reason, I do not use hub caps on my trailer. I want to be able to check hub temperatures easily. If you like a dressy

trailer, consider aftermarket wheels (rated for higher loads) that have an open center to allow easy temperature checks. Tires specifically designed for trailer service offer the best reliability and safety.

With every hookup you should double check brake action and the stop and running light operation. The operation of safety chains and breakaway brake actuators must also be checked. Keep in mind that safety chains and breakaway actuators were not designed to save your load from being damaged in the event of a ball or hitch break. They are designed to prevent your trailer from sailing down the road unimpeded if the ball or hitch breaks. One of the most frightening occurrences I have ever seen is a loose trailer freely rolling down the road after such a break. The possibility of a head on collision at high speed is great, and the OTHER driver is not likely to survive.

Lightly used trailers need more frequent maintenance. Corrosion of copper electrical connectors, impaired function of brake systems and axle bearings are all common occurrences in trailers that are not used everyday. Hobbyists should be cautioned to check every trailer system before each days use, and tire pressures and hub temperatures at every rest stop.

Your valuable load should be well secured to the trailer. If your load could shift under a panic stop or a severe bump, it will likely cause you to lose control and do a significant amount of damage. Several companies offer easy to use tie-downs at very reasonable prices. Chains are more difficult to use and generally dirtier than the

fabric straps, and will do more damage to the car being tied to the trailer. Antique cars should be secured to the trailer by tying on to the axles if possible, as most cars axles do not move when you encounter bumps. If it is not possible to use the axles, it is possible to attach to the frame of the car, but you must pull the frame down to compress the suspension. Otherwise your car body will go down after a bump, loosen the tie-downs, and move around the trailer. As it springs back up, it will want to break the tie downs, damage the trailer mounts, or damage the car frame. Some antique cars which have variable wheelbases (such as curved dash Oldsmobiles) are more difficult to secure to the trailer in a safe manner. Generally, firmly securing one axle and limiting the movement of the other is an effective option.

Important points to remember: Check every aspect of trailer operation every day (i.e. operation of lights, brakes, hitch connections, tight storage of ramps, etc.)

Check tire pressures and hub temperatures at every stop. Make absolutely sure that your car is securely and safely attached to the trailer.

As you load the trailer, make sure that the trailer is safely loaded and the weight properly distributed.

With proper maintenance, a trailer is an especially useful tool that will not often cause problems. Without proper maintenance, a trailer will make your life miserable, damage your other vehicles and endanger lives.



## IMPORTANT DATES

### JUNE:

June 22nd: DSR Meeting in the Clubhouse at 7:30 PM

June 22-24th AACA Southeastern Division National Spring Meet - Haiwassee, Ga. (See current issue of *Antique Automobile* )

### JULY:

July 4th: Independence Day

July 14-16th: 8th Annual Gulf Coast Autorama-Coast Coliseum-Biloxi, MS (This year there will be only 175 indoor spaces) For more info contact (601) 831-2650 or (601)388-5256

July 20-22nd: 16th Annual National Falcon Club of America Convention-Plano, TX  
For more info contact (214) 494-5039

July 27th: DSR Meeting in the Clubhouse at 7:30 PM

### August:

Aug. 5th: "Summer Showdown 2" Car & Truck Show sponsored by Bay Minette Jaycees to benefit the Bay Minette Police Depart "School Resource Program". For more info call Greg Mais (334)937-7784 evenings or James Smith (334)937-2271 (Roley Motor Company)

Aug. 6th: CENLA(Central Louisiana) AACA Tour to Vicksburg, MS. For info contact Mary Peters 2710 Patty Drive, Pineville, LA 71360 or call R. L. Peters (318) 487-8467

Aug. 26th: West Florida Region AACA's 28th Annual Antique Automobile Show-Pensacola, FL. For more info contact John Webster (904)455-7184 or Todd Chappell (904)436-7610

Aug. 20-26: AAECM's 26th Annual Edgewater Mall Antique Car Show-For more info contact John Roberts (601)896-7284

Aug. 24th: DSR Meeting in the Clubhouse at 7:30 PM

### September:

Sept: 1-2nd: Magic Carpet Car Show & Swap Meet in Pensacola, FL-For more info contact Wesley Chalk (904)484-2684 or Jerry Thompson (904)587-2374

Sept. 4th: 50th Annual Labor Day Celebration at Greater Gulf States Fairgrounds in Mobile, AL. For more info contact Bryan Daniel (334)661-1071 evenings & weekends or Gayle Reinhart (334)661-2011 or (334)661-4635 days

Sept. 10-16th: DSR AACA tour to Hot Springs, Arkansas-For more info contact Melvin & Betty Neese (334)649-3038

Sept: 15th: Baton Rouge AACA Fall Tour & Rally-For more info call Charlie Matthews (504)272-6161

Sept. 28th: DSR Meeting in the Clubhouse at 7:30 PM

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