



The Sparkplug



Newsletter of the Deep South Region A. A. C. A. Vol. 31 No. 6 June 1998

Remembering Papa and his automobiles on Father's Day

by Cecil Pugh

As Father's Day approached, I realized I had many memories of my father and his cars. Since I now own an antique automobile, and am a member of the Deep South Antique Region AACA, I thought I would jot down a few of the many events I shared with Papa and his early cars.

My first recollection of Papa's automobiles was around 1930 when I was about four years old. Papa and Mama had saved enough money plus his World War I veteran's bonus to buy a mid 1920's coupe. The car, as I remember, was black with wooden spoke wheels, window curtains, and a trunk instead of a rumble seat. My brother, Gerald, rode in the trunk when the entire family went on a trip. My sister, Ree, sat on Mama's lap and I stood on the seat with one hand on Papa's shoulder and the other on Mama's. It was a little crowded, but we all enjoyed the ride.

Papa was very conscientious in his maintenance of the coupe and used only strained rainwater in the radiator and battery. He would make certain to drain the radiator in the winter as he didn't use antifreeze (if there was such a thing then). He also changed the oil often and kept the tires pumped up with a hand pump. All this attention was almost like a regal ceremony. I always liked going to the gas station and pumping gasoline in the big glass cylinder on top of the old fashioned pumps.

Papa was a cautious driver to the extent that the rest of us got out and walked in some situations. One trip that I remember well was on a cold, damp day and we were to cross the Tombigbee River at Coffeerville on a small ferry. There was a steep hill

leading from town to the river landing where the ferry carried one truck or two cars per crossing. Papa was concerned that even with the car in first gear and using the brakes he might not be able to stop on the steep incline and end up in the river. Mama, Ree, Gerald and I walked down the hill behind the car until we got to the landing. Papa debated a long time about crossing on the ferry because the river was high and running fast due to a lot of heavy rain. Finally, he decided to make the crossing. About frozen in the raw weather, we eventually made it across the river and continued on our trip.

Mama wanted to learn to drive but Papa wasn't sure she should. He reluctantly agreed to teach her "sometime". In the meanwhile, Gerald who was about twelve years old, had watched Papa crank the car. When Papa would be gone for any extended time, Gerald would start it and drive in and out of the garage and sometimes around the yard. I was drafted to help rake or sweep the tire tracks to eliminate any evidence. Mama never told on us as my brother was demonstrating the gear shifting and brakes to her so that she would be able to "catch on" quickly when Papa began to teach her.

After a few lessons, the demand for Mama's driving mounted as we children grew because someone had to take us to the doctor or other places when Papa was busy. Mama drove a little fast, but since there wasn't much traffic, it didn't matter. In fact, I liked it and would encourage her to "Go faster, Mama. Go faster!" I would hold on for dear life as I bounced all over the car. (No one had invented or even thought of seat belts back then.)

(Please see Papa on Page 3)

Minutes

Deep South Region A.A.C.A. Meeting May 28, 1998

The meeting was called to order at 7:30 PM by President Buddy Paquet. The invocation was given by Chaplain Don Dillehay. There were 42 members and four guests present.

Old Business: Buddy introduced two of the guests who had attended at the invitation of Elven and Nell Few and Mike Williamson introduced his two guests, all of whom are prospective members. Resolutions signed by Governor Fob James and Secretary of State Jim Bennett were presented to couples celebrating 50 or more years of marriage in 1998. These had been acquired by Representative Phil Crigler. Members were reminded of Mobile City/County Day on May 30, 1998 and that a few cars were still needed. He also asked if DSR would be interested in holding a rummage/yard sale with the proceeds going to help a member of another local car club who has a family member with severe medical problems. No discussion ensued and the project died for lack of a motion. The President thanked 1998 Car Show Chairman, Eddie Anderson, committee chairpersons and all the members who worked and/or participated in a very good May show. Buddy noted that nothing has yet been decided on the annual Hooters Car Show. Discussion revealed that most members thought it was important that we continue doing it and would not want to see die out. However, no one was willing to be Chairman/woman. Jim Whelton thanked all the members who assisted in cleaning the grounds and clubhouse in preparation for the May show. At this point in the meeting, Mike Williamson asked if he might return to the business of the Hooters show. He was given the floor. Mike volunteered to chair the show if the members would be willing to work with him on it. A rousing round of applause followed. After a short discussion a date of Oct. 31, 1998 was set. A motion to approve the minutes of the April meeting was made by Joan Lunsford, seconded by Eddie Anderson, motion carried.

New Business: Buddy informed the members of a June 6, 1998 road rally in Pensacola. Patt Paquet brought to the attention of Jim Whelton, Chairman of Building and Grounds, the club's need for two each new brooms and mops. Melvin Neese volunteered to acquire them. Ed Lunsford noted that the oven of the electric stove needs to be repaired. This will be taken care of. Buddy noted that one of the dawn-to-dusk lights on the grounds also needs repair. Jim Whelton agreed to see about repair of this. Ross Sloan has a collection of antique license plates from 1920 to present that he is willing to loan to the club for display. It was decided to look in to a way to display them and present the ideas to the club at a later date. Ross mentioned the value of this collection and asked if it would be covered by our insurance. Jane Bruton suggested a committee be formed to look into both matters. Hershel Whigham moved to accept the May Financial Report with a second from Melvin Neese; motion carried. Leah Musgrove reminded members of the June outing to Mobile Aerospace Engineering. She also said that DSR had been invited to join the Slidell Antique Auto Club on June 28, 1998 for a visit to the Imperial Palace Antique Car Museum. A request for five cars for a display on July 25, 1998, for which the club will receive a donation was approved. Sign-up sheets for all the above activities were provided. The annual water-melon cutting was scheduled for July 11, 1998 beginning at 2:00 PM. Also at that event, members are encouraged to bring a sample of what they collect or crafts that they make for a Hobby Show. An overnight tour to Louisiana with several stops and a bar-b-que at the home of DSR members Charlie and Ardie Froehlich was set for Oct. 24-25, 1998.

Announcements: Cecil Pugh had more back surgery May 26, 1998 and Lucille Nettles had cataract surgery on May 11, 1998. Both are doing well. The 50/50 Pot was won by B.L. Cammon. A motion to adjourn was made at 8:00 PM by Hershel Whigham, a second came from Eddie Anderson, motion carried. Members and guests retreated to the kitchen for refreshments.

Submitted by,

Ann Rowell

Papa

Mama's driving skills had a marked deficit when it came to backing the car. She just couldn't get the hang of putting the car in reverse and maintaining any sense of direction while going backward. I guess it was a little confusing when I would try to help her by sticking my head out the window and calling out, "Turn the other way! No, go back the other way!" Finally, Mama just quit attempting to back the little car and would only park where she could make a wide circle or drive around a building to turn around. Papa was extremely patient and understanding about Mama's driving but would always examine the car for scratches or dents when we would return. He never found any until Ree, who was about eight or nine years old, decided it was time for *her* to drive.

Mama had parked on an incline with the hand brake set and the car in first gear while she attended to her shopping and errands. She had left the three of us children with the car. Gerald was lying on the running board reading a book while Ree pretended to be driving. She would make the sounds of a car going from one gear to the next while moving the gear shift knob, pumping the pedals and twisting the steering wheel. Apparently, Mama hadn't set the parking brake fully because the car suddenly started rolling when Ree knocked the shifter to neutral...and we were off!

I was thrilled, Ree was frightened and Gerald merely rolled off the running board and just stood watching as we rolled down the hill. Ree was screaming and I was yelling even louder "Turn this way! No, turn the other way! Miss the tree, miss the tree!". Finally, we came to a stop with the assistance of a large bush and a small tree. They cushioned our stop and prevented any injury to us and only minor damage to the car.

It took about eight men to pull the car far enough out of the bush so that one of them could crank it and drive it back up the hill.

Mama knew she had to tell Papa what happened because our little car ride was the talk of the town. Papa didn't scold or get to upset...he just made sure we had some wood blocks in the car to

chock the wheels every time we parked the car. Mama wouldn't get out of the car until the wheels were properly chocked and everyone agreed to leave the gear shifter alone. Papa got the dents and scratches repaired and the car looked good as new.

As time passed, Papa began to think about getting a larger and newer car. He settled on a 1936 Ford V-8 and it was a dandy. Papa would marvel at the fact that we could travel one mile every minute. He like to drive 60 miles per hour when the road conditions were good. Gerald was allowed to drive the new Ford occasionally, but not as fast or as much as he really wanted.

The next car was an early 1940's pre-World War II Chevrolet. This was an important event for me since I was getting to the age for a driver's license. My driving instruction came unexpectedly during a trip to Leaksville, Mississippi with just Papa and me. He didn't mention anything about teaching me prior to the trip, but on the way home he asked me if I'd like to try driving. There was no traffic either way so he stopped in the center of the right hand lane so that I could judge the side-to-side distance and stay lined up. I started the car and away we went. Papa was amazed at how well I shifted gears and steered. Little did he know that I had been practicing every chance I could get and that I was a graduate summa cum laude of my brother's driving school.

Papa and I both had fond memories of that Chevy, especially since times were very uncertain with the beginning of World War II. Gasoline and tires were rationed and as soon as I became 18 years old, I went into the Army Air Corps. Gerald was already in the Navy and Ree was in government employment.

Papa and Mama would occasionally drive to my training bases in Moultrie, Georgia and Eglin Field (now known as Eglin AFB) (See *Papa* on Page 4)

Papa

in Florida. It was always great to see them. Papa would hand the car keys to me saying that he was too tired from the drive from home and wanted me to drive. He knew I like that Chevy. I still don't know how he got gas rationing stamps for those trips.

Papa kept the Chevy throughout the war, but due to the rationing didn't put many miles on the odometer. Since I was away in the Air Corps, and later in college and advertising school in Chicago, I lost track of when he sold or traded the Chevrolet. I was certainly sorry to learn of the changes.

My father was always impressed with the new advancing technologies in the automobile world and always kept a "good running car" on hand. He owned several makes and models, but none were such favorites as the coupe, the '36 Ford and the Chevy.

Today, when I drive my 1931 Model A, the sounds and vibrations remind me of my first rides as a child and can imagine the pleasures that Papa's cars brought him. Of all the scientific and mechanical advances made during his lifetime (1895-1985), Papa said that the automobile had more effect on him than the airplane, telephone, television and space travel. This is one reason I note just a few of the many wonderful times with Papa in and around his cars.

Dads worried about their kids and cars

by Virginia Whitworth

My father worked out of town much of the time so I don't have many clear memories about his automobiles. I do remember that he had a two-door Ford with a rumble seat which all of us loved to sit in. (I still like to sit in rumble seats.) However, he absolutely refused to let any of us children ride in it for fear that we would fall out and be hurt, or even worse, perhaps killed.

It is not the size of the boy, but of the toys

by David Couling

Do you remember when you walked into a new car showroom and on display were the new ideas like the 60's Falcons, the Chevy II or the sharp new Rambler for 1964? I went often with my grandfather just to look at the big stuff but my eyes fell on the models that were on the shelf behind the counter. I was 12 and those new Fords were just my idea of the thing to get my hands on. One day, I got on my bike and went to the dealership. I asked if they ever sold those models. The man I talked with made a deal with me; if I would come in two times a week and clean up around the showroom that come the end of the year, I could have them. All the kids in the area sure did envy that grille on the '64 Ford.

It was some years later that my interest came back to those days when toys had style. In the attic of my grandmother's home was my first real toys. A Buddy L Road Grader and an old army truck, they were just as good as the last day they were played with. One still had the string to pull it around with. As time went on, again the collection grew. It was interesting to hear the stores behind the toys and the boys that had owned them.

The collection that I have acquired now numbers approximately 60 toys and includes cars, trucks and a few antique toy airplanes. I am trying to add some of the big toys from the 50's but they are getting really hard to find. One of my favorites in a 1938 Buddy L Dump Truck. I am not sure how many more that I can house but at least the die cast models don't take up much room.

My friends, as well as my wife, and I enjoy going to out-of-the-way towns like Lebanon, Tennessee just to see if a good deal can be found. These days, the pickings are getting slim and like so many things of this nature, you have to look on the back roads and at yard sales. It can really be fun.

So like my good friends say, "I wonder what we can find down this road, Artie?"



Just for the ladies....

Seventy-five years ago, in the hard-working, no-nonsense days of 1923, men worked outside at manual labor type jobs and didn't need an appetizer to begin a meal. The lady of the house not only knew how to cut up the chicken she was serving for dinner, chances are she raised it herself. Salads were served only when crops were ripened. Along with this treat came long days for her in a hot kitchen over boiling kettles putting up fruits, jams and jellies for the winter months. That kitchen and her equipment depended largely on finances. It might have had an oiled wood floor or maybe even linoleum. She might have been fortunate enough to have a gas stove but many kitchens of that time were still using wood stoves. Hopefully, she had lots of space and several windows to provide ventilation in that fashion required she dress modestly. Although World War I was over and women had gained the right to vote, had bobbed their hair and were driving automobiles, times were still difficult. Many women still washed clothes in a iron pot over a roaring fire, rinsed them in washtubs to which bluing had been added to keep the whites white and hung them on the line to dry. Ironing was done with a flat-iron heated on the stove.

In the post-World War II year of 1948, fifty years ago now, the female's lot had improved considerably. Dresses were not as long as in 1923, shorts were not totally taboo and meal preparation much easier. More homes had gas for cooking and heating and electric lights. More women were working outside the home. Even so, many homemakers knew when to hang out a sign for the iceman who would be delivering ice for the icebox. She remember rationing during the war years and still put fruits, vegetables and even meat away for winter. There was a relatively new device called a "pressure canner" which allowed her to use either glass jars or metal cans to store summer's bounty. While she toiled at her labors, she could listen to the radio and commiserate with Mary Noble, Stella Dallas, the Backstage Wife or One Man's Family. These were the "soap operas" of the day, so called because they were sponsored in large part by soap manufacturers.

A short twenty-five years ago, 1973, more women than ever before were concerned with careers for themselves. They were doing a balancing act; working, rearing children and maintaining a household. Ninety percent enjoyed gas or electric stoves, refrigerators and dryers, electric washing machines, had vacuum cleaners, hand-held hair dryers, curling irons and make-up mirrors. It was not necessary to have a diaper pail in the bathroom and wash a load of diapers daily with the coming of disposable diapers. If she didn't know then what one was, she would soon discover a kitchen addition called a microwave oven and how it would speed up dinner for the family. This working woman could select entire meals from the grocer's freezer section if she chose. When dinner was finished and the kids put to bed and time allowed, she could enjoy a variety of entertainment via television.

Wonder what it will be like in 2023? Sounds like a long time off doesn't it? But how many of us ever thought we would see a plane fly faster than the speed of sound or a man walk on the moon? Or even more startling, a *female* astronaut? What does the next twenty-five years hold for the female gender? Maybe there will be robots to do the washing and ironing, the cooking and the cleaning. Perhaps there will be programmable cars so that rather than driving from one place to another, one can read the morning paper on the way to work. What about computer hook-ups that will let you actually look in on the child at the day-care center? Can you just imagine some of the automobiles from 1998 being considered *antiques*?



June and July offers variety of activities for DSR

If things go according to Plan A, you will be reading this while attending the South Alabama Region AACA car show, better known as the Brewton Blueberry Festival. If, you are reading this anytime after June 20, you are on Plan B. Don't be put off by that though. You can still get in on lots of fun things we will be doing.

The DSR calendar shows that on **Saturday, June 27th**, we will be touring Mobile Aerospace Engineering. This outing is hosted by Ed McCusker, our member and MAE employee. You can see how planes are refurbished and perhaps even sit in the "driver's seat". You are encouraged to bring the children, grandchildren or guests. Following the tour, those who wish to will be eating lunch at a nearby restaurant, *Gone Fishin'*. Here comes the hard part. Our Activities Coordinator, Leah Musgrove, needs to let the restaurant know approximately how many to expect. They want to make sure everyone is served promptly and in order to do so will have extra staff on hand. Please call Leah (639-9305) by **Wednesday, June 24th** to get on the list for the tour and more importantly, lunch. **Meet at 10:00 AM at Saad's Medical located at 2550 Government Street** if you wish to go with the group.

A trip to the Imperial Palace Casino in Biloxi is scheduled for **Sunday, June 28th**. We will meet the Slidell Antique Car Club which is an AACA chapter to view a part of the impressive Imperial Palace's Auto Collection. The Biloxi display includes some of the collection's new additions being shown for the first time. Rumor has it that the group will get a reduced rate for admission plus perhaps a 2-for-1 lunch as well as a special parking area. Again, here's the kicker. **Leah needs to know if you are planning to go on this trip. Call her now!!**

The vehicles making the trip to Biloxi will determine our route. If some of the older models can be coaxed out on the road, we will take Highway 90 so they can drive a leisurely speed. If only later models that run at higher speeds go, we will take I-10. Either way, the slowest car will take the lead. **We will meet at Hardee's in Theodore and leave from there promptly at 9:00 A.M.**

July means watermelon for our club and this year will be no exception. We will have watermelon but with a little twist on the usual get-together-and-eat-

watermelon routine **Saturday, July 11th** beginning at **2:00 PM**. Leah has something special planned to go along with the eatin' and seed spittin'.

There are a number of members who collect things other than vintage vehicles. If memory serves, Lycyle Crowdus collects depression glass; Leah collects teapots; both David Couling and Ray Harper collect antique toys; Ross Sloan has his collection of license plates, John and Brenda Reid have a collection of restaurant menus and also a collection of food graters. Buddy and I collect matchbox cars and carousel horses respectively. Perhaps you have a special craft that you enjoy doing. Geneva Cammon makes quilts and Linda Rhinehart makes pillows. Betty Neese and Don Dillehay both do woodworking. What do you collect or enjoy making? Bring a sampling of your collection or craft to the clubhouse to show off and tell how you got started with it. There are sufficient tables for display as well as eating watermelon. Please let Leah know at the **June 25th meeting** if you will be participating in either or both phases of the afternoon.

July 18th and 19th we are invited to display our vehicles for the opening of a new Benchmark Homes subdivision in Theodore. We will have a roped-off parking area for the cars and those bringing a car will be treated to lunch by the builder, Jimmy Ladner. There will more information and discussion on this at the **June 25th meeting**.

Got a hankering for a cup of coffee or to try some cappuccino? Want to play a game of checkers? Or maybe just sit in a rocking chair and chat? You can do it on **July 25th when DSR displays cars for the Southern Taste Coffee Shop**. The club will receive a donation for five cars but that doesn't mean only five can go. The date is set but the time is yet to be determined. The relatively new business, located at 880 Dawes Road, specializes in coffees, teas, gift baskets and other unique items. How about you members who have some of the older vehicles getting in on this one? Can you imagine what a picture it will make to see cars from the 20's, 30's and 40's sitting in front of the somewhat quaint building? This is not to say that later models aren't welcome but these early models always get a lot of attention. Who knows, we just might get some new members. Please let Leah know by the **July 23rd meeting** if you will help.

Whadda' deal, whadda' deal!

by Larry Burdeshaw

Like I said, whadda' deal! The Antiquer's in Mississippi throw a party when they throw a show. For those of you who haven't been there yet, it is an invitation to join the fun. As it starts, there are plenty of tables and chairs, all in the shade of the old airplane hanger at Point Cadet in Biloxi. Most shows don't offer that much. But beginning on Friday, May 22nd, the hospitality room was open all day with free coffee, soft drinks, snack food and sandwiches - all for show participants and workers. In the afternoon, there was free bingo with seven cash prizes. Did I mention free beer? As it turned evening, there was a free chicken dinner and more free bingo and seven more cash prizes! There were 235 door prizes handed out, the least of which was two huggers for drink cans.

There were 115 vehicles registered this year; three new Prestige vehicles were honored along with 11 renewals. According to the show chairman, Mac Weaver, the World Famous Auction was a great success as well. I know it cost me big time to win the bid on the ox bow. (Ya' jus' never know what's gonna' turn up at the Biloxi May Show.). DSR entries were **2 Andersons, 2 Burdeshaws, 2 Fews, J. Finley, 2 Harpers, G. McDonnell, & 2 Paquets**. Other club members were seen visiting on Saturday.



Mobile City/County Day

On Saturday, May 30th, seven DSR members parked their cars underneath the overhang of the Metro Complex Building in conjunction with this annual event. The cars, which could be seen from Government Street, created a few traffic jams and near-miss accidents. Seems everyone wanted a closer look. Helping out were **2 Fews, J. Finley, E. Grimes, 2 Neeses, 2 Paquets, H. Whigham and 2 Youens**. Chairs were set up behind the cars and everyone spent the time visiting and catching up on what the others had been doing.

Long-time DSR member dies

Alfred E. Little, a member of DSR for many years, died May 31, 1998. Mr. Little had a career in Pharmacy for many years prior to an extended illness. He was retired for the U.S. Food and Drug Administration. He and the Youens were good friends and he would occasionally visit "Ernie's garage" where they would discuss the T's and A's. DSR sent flowers for the service which was held on June 3, 1998 from Radney Funeral Home.

MCMC show is really cool

by Mike Ebl

Man, is this a hot summer or what? It's a chore to just think about cleaning up your show car, much less standing in the heat at the show doing a last minute wipe-down. If you were a participant in the Mississippi Coast Mustang Club's 19th annual Mustang, Shelby & Ford Products Show June 6-7, 1998, you didn't have to worry about the heat. This show was held inside the Gulf Coast Coliseum and the only time entrants worked up even a mild sweat was when they were working at putting away the Saturday night 'burgers and 'dogs!

This year the show, which had something over 50 entries, was held in conjunction with the Corvette Club so that each could benefit from other. It worked quite well with their having one side of the hall and the 'Stangers on the other. No one got in the other's way nor was there a problem with PA announcements. They did their thing and the Pony folks did theirs. This was one of the few times this year we will get to see some of the Corvette people since the "Autorama" is no more.

Mustangs were judged by Mustang rules and the other Ford products judged by a separate team. I don't believe there was a single vehicle that didn't win a trophy due to the fine cars entered. We had several young people there competing this year which was a definite plus for them and the club. DSR folks there for the fun were **2 Andersons, 2 Burdeshaws, 2 Ebls, J. Finley and 2 Paquets**.



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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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AACA Central Division National Spring Meet


The Topeka Region hosted the June 11-13, 1998 meet with at least 133 vehicles registered along with other participants who came to judge or work otherwise at the show. Twenty-eight states were represented. Originally, the showfield was to be the grounds of Cedar Crest, the residence of the Governor of Kansas. Due to heavy rains the first part of the week and another downpour on Wednesday before the Saturday show, the cars were displayed in the parking lots of the Kansas State Judicial Building. This certainly made show-car owners happy knowing they would not be having to clean mud from under their cars the next week.

Ever wonder what's in Topeka? Well, there is Goodyear Tire & Rubber Company, Frito-Lay, Inc., Hallmark Cards, Inc., Hill's Pet Nutrition, Inc., The Menninger Foundation and Payless ShoeSource to name a few. It is the capital of Kansas and can be found near the geographic center of the U.S. It is rich in railroad history boasting not only the Atchison, Topeka and Santa Fe Railway but the Union Pacific Railroad which rolled into Topeka in 1866, two years ahead of the AT&SF. It is the home of Charles Curtis, Vice President of the United States under President Herbert Hoover and the only Native American to hold that office.

One full day, June 12, was devoted entirely to seminars for participants; eight in all which dealt with everything from government legislation to National awards to doing your own restoration. A mid-afternoon Open Forum with the National Directors preceded the one and one-half hour judging school. Later that evening, there was a cookout at Gage Park, Topeka's world famous zoo. Both before and afterward, there was plenty of time for visiting with friends and making new ones. With the common bond of the hobby, you really just never meet a stranger. DSR was represented by **Melvin Guenther**, our member from Tennessee and **2 Paquets**. Melvin had his 1933 Buick in its first National show. This beauty took a First Junior Award. Both he and Buddy judged on Saturday while I set up the Membership Table hoping to snag a few new members for AACA. I was right next to the Merchandise Table manned by several ladies from the Topeka Region with whom I had an opportunity to talk and learn more about their club. The Region put on a grand show and are to be congratulated for their hard work, genuine friendliness and hospitality.



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*Nancy
P.O. (circled)
discuss
J.P.
6/20/98*

Calendar

- June 25 DSR Meeting at the Clubhouse 7:30 PM
- June 27 Outing to MAE with lunch following at Gone Fishin' ~ See Page 6 for details
- June 28 Outing to Imperial Palace in Biloxi ~ See Page 6 for details
- July 4 Happy Birthday America!
- July 11 Annual DSR Watermelon Fest at Clubhouse ~ See Page 6 for details
- July 18-19 Display for Benchmark Homes Subdivision in Theodore ~ See Page 6 for details
- July 18 ***NEW***Blast in the Bay hosted by the City of Bay St. Louis and the Southern Who Street Rod Association
- July 23 DSR Meeting at the Clubhouse 7:30 PM
- July 25 Display for Southern Taste Coffee House ~ See Page 6 for details
- July 25-26 34th Annual Nocalula Falls Park Meet hosted by the Gadsden Antique Automobile Club
Info: Joan Clements (205) 547-7143
- Aug. 1 Summer Showdown 5 hosted by Bay Minette Civic Club. Info Greg Mais (334) 937-7784
- Aug. 16-22 29th Annual Edgewater Mall Show hosted by AAECM- Info Larry Burdeshaw (228) 392-4374
- Aug. 22 West Florida Region AACA's 31st Annual Show in Seville Square - Info John Webster (850) 455-7184
- Aug. 22 Vintage Wheels Club's 27th Annual Antique Cr Show (No modifieds or street rods)
Info: O. P. Brown (601) 485-4480
- Aug. 27 DSR Meeting at the Clubhouse 7:30 PM